

ALL HANDS

JUNE 1980

in this issue:

Life at Sea
aboard Mississippi





Team effort—Admiral Harry D. Train, II, Commander-in-Chief, Atlantic Fleet, talks with Marines embarked in USS Nassau (LHA 4), while the 40,000-ton general purpose amphibious assault ship was on a recent goodwill trip to the Caribbean. The 400 Marines aboard represented ground, air and logistical support units from Camp Lejeune, Cherry Point and New River, N.C., and Norfolk, Va. (Photo by D.R. Mohr.)

ALL HANDS

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Front: A sailor takes a break aboard the carrier USS *America* (CV 66); for another look at life at sea, turn to page 12—Life on the *Mississippi*. Photo by PH1 Jim Preston.
Back: Flag photo taken at Sugar Grove, W. Va., by Jerry Atchison.

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Currents

Gasohol Authorized for Government Vehicles

Navy activities and organizations operating administrative use motor vehicles are now authorized to purchase and use gasohol—a mixture of 10 percent alcohol and 90 percent unleaded gasoline. It is difficult to predict immediate effects of this action, but in the past, the Defense Fuel Supply Center (DFSC) has encountered problems securing contracts to supply all required unleaded gasoline for military use. Activities indicating willingness to accept gasohol or a combination of gasohol and unleaded gasoline may have better luck contracting for required amounts. This ruling extends to users of government credit cards such as recruiters. The inclusion of gasohol for use in government vehicles is in keeping with an announced presidential goal that 10 percent of all unleaded fuel used in the United States shall be gasohol by 1981. Technical information on gasohol use is available from the transportation division, Naval Facilities Engineering Command AUTOVON 221-8189 or commercial (202) 325-8189.

"Little Beavers" Return to San Diego

The "Little Beavers" of Destroyer Squadron 23 (DESRON 23) returned to San Diego on May 2, ending a six-month deployment to the Western Pacific for men of the five ships. DESRON 23 earned its nickname during World War II while under command of Commodore (later admiral) Arleigh "31 Knot" Burke. The ships each performed a variety of missions during the squadron's deployment. USS *John Paul Jones* (DDG 32) operated in the Indian Ocean for four months as a part of *Coral Sea's* battle group. In one segment of the Indian Ocean deployment, the ship spent 60 consecutive days at sea. Underway 73 percent of her deployment, the ship also visited several Far East ports. USS *Schofield* (FFG 3) also served as part of *Coral Sea's* battle group in the Indian Ocean, steaming more than 60,000 miles while accompanying that carrier. USS *Paul F. Foster* (DD 964) operated in the Indian Ocean, steaming with the USS *Nimitz* battle group. With the end of this cruise, *Foster* became the first of the new *Spruance*-class destroyers to complete two deployments to the Western Pacific. The "Littlest Beaver," USS *Bronstein* (FF 1037), participated in several ASW exercises while deployed. In addition to making several port calls, crew members from *Bronstein* wrapped up wins in both the COMUSNAVPHIL and Southwestern Pacific Regional Basketball Tournaments. USS *Albert David* (FF 1050) took part in several ASW exercises conducted in the Western Pacific and experienced an exciting Christmas holiday season by conducting a festive celebration for children at Nigaritta Orphanage in the Philippines. All DESRON 23 ships hosted "Tiger Cruises" for fathers and sons of crew members during the Hawaii-to-San Diego leg of the return voyage.

Diving School Moves to Florida

The Naval School of Diving and Salvage in Washington, D.C., closed on June 1, and on that same date, the new Navy Diving and Salvage Training Center opened its doors in Panama City, Fla. The move placed the Diving School in new facilities in Panama City. It is expected the Florida weather and clearer water conditions will enhance training opportunities. The Navy Diving School in Washington had been in operation since 1926. Its last students graduated on May 2. The Navy Diving and Salvage Training Center in Panama City will offer 16 courses of instruction at the class-C level as opposed to seven offered in Washington, D.C. The courses run the spectrum from basic techniques to those covering subjects on the frontiers of diving technology. Approximately 350 students are slated to undergo training there during the school's first year of operation.

Naval Districts to be Disestablished

All naval districts, with the exception of Naval District Washington, D.C., will be disestablished on Sept. 30. This change is being made to streamline the Navy's organizational structure. The functions and resources of the currently operating districts will be transferred to naval bases in the areas as follows:

—Fourth Naval District functions and resources will be assigned to Naval Base Philadelphia.

—Thirteenth Naval District functions and resources will be transferred to and used to establish Naval Base Seattle.

—Fifth, Sixth, Eighth and Eleventh Naval Districts, which currently have no resources, will also be disestablished.

Community relations and area coordination will continue to be the responsibilities of naval base commanders and the chief of naval reserve as CNO area representatives.

Frocking Policy Liberalized

The practice of frocking—authorizing officers selected for promotion to O-6 or below and petty officers selected for advancement to a higher grade to assume the title and wear the uniform of the grade to which they are selected—has been liberalized. Under the new policy, an officer or petty officer selected for promotion to a higher paygrade is now permitted to assume the title and wear the uniform of that higher grade. In the past, the person had to be serving in a billet designated for the higher grade before frocking could occur. Frocking, however, does not authorize paying of the higher pay and allowances, nor does it authorize increased disciplinary powers under Article 15 of the UCMJ. The new policy does not extend to persons serving in joint service billets unless they are serving in a billet calling for the higher grade (same as old frocking policy) nor does it allow personnel in joint organizations to be frocked so long as they are serving with personnel of another service who are of the same grade but senior in date of rank. Such frocking also may only be performed with concurrence of the appropriate joint organization. Frocking is voluntary for the officer or petty officer selected for a higher paygrade. Diary entries reflecting frocking are neither required nor desired. Details of the new policy are contained in ALNAV 042/80 which also cancels ALNAV 046/79 and NAVOP 153/78.

Cost-Conscious Vacations

Pick One Close to Home

With inflation climbing and last summer's gas lines a haunting reminder, a family vacation this year may seem to be only a wish.

But even in this year's economy, you can have a vacation inexpensively and within a 100-mile radius of most state-side naval installations. Looking at what's around a few major installations, a Navy family can choose from a far-flung selection of outdoor and city vacations. Most can be fitted into any budget; many rely on seldom tapped modes of transportation such as the "shoe-leather express" and "pedal power." All it takes is imagination and a sense of adventure.

All Hands researched a few inexpensive vacation ideas that afford a variety of recreational outlets. During the research, a family was allowed only one tank of gas and the use of any local mass transit system. The vacation ideas and locales used are only examples of what can be done based on travel information obtained from various sources.

Tent Camping

One simple, inexpensive vacation is a family camping trip. Tent camping is simplicity itself; it refreshes both body and mind. It also affords millions of Americans a visit into our natural heritage. Many Navy families are stationed only a short distance from a mountain valley or seaside beach where they can pitch their tents.

At first glance, camping equipment might seem expensive but it's one of the best vacation buys around today. Good outdoor equipment has a usable lifespan

of about 10 years. A family of four can purchase a camping outfit for less than what they would spend in two days at a motel for bed and board.

For the novice campers, renting equipment offers an economical way of finding out whether or not a camping vacation is for them. Most Navy recreational services rent camping equipment at reasonable fees as do local outdoor equipment shops.

"Bring your own" is the essence of camping. The basic equipment required for a camping trip is—a tent, sleeping bags, a camping stove, a fuel container and fuel, a camping lantern, cots or mattress bedrolls, a cooler, water container, matches, and a first-aid kit. Other items to consider for an outdoor excursion into nature's domain are an ax, a shovel, metal buckets, a flashlight with extra batteries, and several yards of rope. In the wild, children seldom find time for boredom but it's a good idea to bring along some games, books, and a deck of playing cards. Also bring along the family bicycles to tour the park or forest.

Food supplies for your camping trip can be found on your family's kitchen shelves along with the necessary cooking utensils. No special menus are needed; the meals a family enjoys in the confines of their home can be enjoyed in the wilderness. An extra benefit is that fresh mountain air sharpens appetites. Even though most developed campgrounds have "good" water available, it's wise to carry an emergency water jug.

In many campgrounds, especially the heavily used ones, firewood is scarce and seldom supplied. Cutting forest and sea-

side vegetation in or near a campground is usually prohibited. Thus, camp cooking requires a camping stove. The barbecue-type pits often provided at campgrounds are fine for an occasional cookout or weenie roast. Charcoal cooking is just the thing for those summertime backyard cookouts. But, in general, both are inconvenient for cooking every meal while you're camping.

Choice of proper clothing can make or break a camping trip, especially in early summer when a chill can set in after dark. So, it's important to match clothing to climate. In general, the best answer is the "layer" system whereby a camper puts on or peels off clothing to keep comfortable. Even when summer days are scorchers, it's still wise to bring along a change of warm clothing, especially for children.

Now, with all the equipment gathered, a campground must be selected. First-timers should pick one close to home. A Navy family can contact their state's office of tourism or check with the base's recreational services for a listing of public and private campgrounds in the vicinity. At public campgrounds, the overnight camping fees run about \$4 while private campgrounds charge about \$6.

Summer months are usually the peak season for camping. However, national parks and forests, within reach of most major metropolitan areas, offer a year round spectrum of outdoor recreation. Navy families at the Naval Air Stations Brunswick, Maine, and Jacksonville, Fla., as examples, are offered mountain tops and seaside escapades, respectively.

Within half a tank of gas from Brunswick lies White Mountain National Forest and Acadia National Park.

White Mountain, in New Hampshire, encompasses more than 1,500 square miles of rolling, round-shouldered Appalachian mountains and dense hardwood forest, including the 15-mile Presidential Range. Dozens of hiking trails beckon the family into the forest. And Acadia National Park on Mount Desert Island offers surf-splashed cliffs crowned with mountain forests and lakes sheltered by steep slopes. A system of gravel roads constructed in 1915 (for carriages) forms bike trails over the island. Today, the park preserves about 16 miles of the road system free from "Detroit Iron" for cyclists.

Jacksonville families have several Florida state parks bordering the Atlantic with white sand beaches, caverns, springs, and clear streams for a hodgepodge of recreational activities. A unique adventure also waits northwest of Jacksonville just across the state line. There the Okefenokee National Wildlife Refuge

sprawls over the southeastern corner of Georgia.

In this vast swamp, where you can get a fascinating glimpse of wildlife, channels form a maze through the moss-covered cypress trees. At the main entrance, you can choose from among self-guided or guided tours, walking trails, canoe trips, swamp exhibits, and picnic facilities. General camping is not permitted but campers can rent a canoe and follow well-marked canoe runs into the swamp. Other more developed campgrounds are located in Waycross State Forest, north of Okefenokee.

With a park or forest selected, the car loaded, the family packed in, an outdoor vacation in America's heritage begins.

Once a campsite is found, park the family car, set up camp, and begin to enjoy the natural beauty on foot or on family bicycles.

When you and your family become confirmed campers, you can turn any three-day weekend into a mini-vacation and find any excuse for a weekend camping

jaunt. The only limitation on how often your family camps is your family budget.

Wilderness Camping

As campers gain experience, a new adventure beckons many into one of today's thrill sports—wilderness camping.

There are still a few isolated areas in America where the stillness is disturbed only by the rustle of wildlife or the rambling of a mountain stream. To enjoy this special experience, you'll have to pack what you need on your back and hike into the wilderness on foot.

Millions of Americans find wilderness camping forces them to choose between essentials and desireables. Backpacking equipment is expensive and money should be spent on only essential equipment. Urban life fosters many dependencies but in the wilderness you depend upon yourself and the few worldly goods on your back.

Navy wilderness buffs in Bremerton, Wash., are at the threshold of the Olympics, one of the nation's wildest



Pick One Close to Home

mountain ranges, and the North Cascades or the American Alps.

Beautiful as the areas are, they shouldn't be tackled solo. Backpackers should travel in pairs or in groups of four as recommended by backpacking experts.

Both Olympic National Park and North Cascade National Park offer wilderness trails where you can enjoy an old-fashioned family picnic or an extended trek. In addition, part of the National Trail System's Pacific Crest Trail runs along the base of Mount Rainier and through the North Cascades, offering a once in a lifetime wilderness adventure.

The North Cascades embrace alpine scenery, snowcapped peaks, cascading streams and foothills covered with softwood forest crisscrossed with about 350 miles of hiking trails. In the Olympics, more than 600 miles of trails thread through a forest of evergreen giants and alpine meadows.

Meanwhile, the Puget Sound area offers an endless array of seaside campgrounds for family enjoyment. And, in several cases, an ordinary family picnic can be turned into a vacation with short trips to nearby beaches and longer trips by bus or ferry to various other beaches surrounding the Sound.

City Vacations

For those who prefer the sights and sounds of the city to a wilderness experience, most urban areas offer possibilities. While the family car sits in the garage, your Navy family can spend an inexpensive vacation on the city streets by using the local mass transit system or by trying family bicycling. The key to a city vacation is to take shorter, more frequent trips, especially on weekends, and to select destinations and activities that will interest both youngsters and adults.

Freebies

With the annual outbreak of spring fever, many cities plan open-air concerts, special displays, street fairs, art exhibits and other programs aimed at helping city dwellers forget the heat

and smog while not ruining their budgets. These summertime freebies can turn an ordinary weekend into a stimulating mini-vacation. To find out about these programs, consult your local newspaper or call your local park authority.

Parks and Zoos

In the San Diego area, Navy families can enjoy extended family picnics at several city and state parks or take a vacation trip into California history,

science, culture and recreation.

San Diego parks and its nationally famous zoo offer educational and recreational adventures for a family. First obtain a list of parks in the area from the local chamber of commerce, plan a daily itinerary of parks to visit, and check the bus schedule and routes. To save money, plan a picnic menu or make a list of inexpensive restaurants for lunch. What your family sees and does, is limited only by what's available, your imagination and your budget.



Amid 1,400 wooded acres, San Diego's Balboa Park forms a center of recreational and cultural activities. Housed within are a variety of sporting facilities such as tennis and basketball courts along with the zoo, a space theater and a museum of man.

At the San Diego Zoo, more than 4,000 animals attract visitors to a day's safari. Its botanical garden of exotic plants and flowers is perfect for a nature trip.

After the zoo safari, take a one-day outer space stroll into the \$4.5-million Reuben H. Fleet Space Theater and Science Center. The computerized planetarium can project 10,000 stars on the nation's largest hemisphere dome and duplicate, as well, space trips to the moon and other planets.

Navy families looking for an endless bounty of salty adventures have several parks and miles of beaches to enjoy such as Torrey Pine State Park. Torrey, a reserve for the rare torrey pine trees, overlooks the rugged California shoreline where swimming, skin diving, and sunbathing are favorite pastimes.

Museum Touring

Another city vacation is museum touring. In most large cities and neighboring communities, a wide selection of art galleries and educational and cultural museums are open to the public.

Museum admission fees run the gamut from free to more than \$5; however, many museums are free only at specific hours and days. With careful planning, a Navy family could have a free museum touring vacation by taking advantage of these times. Your only cost would be food and bus fares.

To plan your tour, first contact the local chamber of commerce for a listing of museums and art galleries. Plan an itinerary of shows and exhibits and lay out a tour in conjunction with local bus routes and schedules. In between museum visits, a family can also plan a mini-tour of local restaurants to sample different cuisines—or, the family's gourmet can pack an epicurean picnic lunch.

In the Great Lakes area, Navy families

can fend off the summertime blues and heat by visiting several museums along the local bus routes. A few museums open for a Navy family's summer touring offer attractions ranging from the more than 500 strange and bizarre oddities assembled by the famous journalist Robert L. Ripley to an antique auto exhibit of more than 100 restored classics along with a 1930s arcade. On the scientific side, a family can push buttons, turn cranks, lift levers and operate computers in hundreds of exhibits demonstrating scientific principles and industrial applications. Or, they can venture into the primordial world of 150 million years ago through exhibits

of fossilized prehistoric remains and artifacts of early civilization.

Historical Villages

A vacation planned around history and historical figures offers yet another inexpensive and energy conscious vacation for Navy families. American history encompasses each community and most record their heritage with landmarks and monuments or restored villages.

A vacation starts by contacting the local chamber of commerce or state office of tourism for a listing of historical sites, planning an itinerary of places

Stretching Your Gas

The typical American drives more than 11,000 miles a year and uses a little more than two gallons of gasoline a day—that's on an average. Of that, about 33 percent is used for social and recreational driving, including vacation trips and pleasure rides.

Whether it's a weekend trip or a long vacation, drivers can really cut gasoline consumption if they're careful. The following tips can help you stretch that gallon of gasoline on your next vacation trip.

- Choose a vacation where you won't need to use your car.

- Plan motoring vacations with friends and share costs.

- Pack carefully. Unnecessary weight in your trunk will cut fuel economy; packing baggage on a roof rack creates fuel-robbing air resistance.

- Plan driving routes which allow you to travel at a steady speed.

- Avoid driving during rush hours and other peak traffic times.

- Start early in the day so you'll minimize the need to use your air conditioner.

- Plan your meal stops to coincide with peak traffic periods.

- Travel at moderate speeds.

- Use smooth "foot work" for good gasoline mileage.

- Avoid extended warmups.

- When the engine is cold, depress the accelerator once to set the automatic choke—added pumping only wastes gas.

- When you approach a hill, build up speed early. With manual transmissions, shift as soon as possible before the engine begins to "lug."

- The most fuel-efficient time to use air conditioning is during open road driving. The least efficient time is in stop-and-go traffic.

- Be sure spark plugs are clean and firing properly.

- Check points.

- Replace clogged or dirty air filters.

- Make sure automatic choke functions properly.

- Adjust carburetor air-fuel mixture.

- Make an oil change a part of every tuneup and use the weight oil recommended in the owner's manual.

- Make sure tire pressure is correct and wheels are properly balanced and aligned.

- When you fill up with fuel, use the correct octane for your car.

Taken alone, each measure only effects a nominal saving; together they can have a significant impact on dollars saved at the pumps and better gas mileage.

Pick One Close to Home

and checking on bus routes and schedules.

Our nation's capital holds numerous avenues for Navy families stationed there to retrace American history. Historical monuments and sites are open to the public as are many government buildings such as the Bureau of Engraving and Printing and the FBI that offer public tours Monday through Friday. All are easily reached on the city's mass transit system.

Many cities across the United States are preserving their heritage in the restoration of villages. Several such villages are within easy commuting distance of the D.C. area.

On its outskirts lies Old Town Alexandria, Va., with its colonial flavor and imposing brick houses accented with ultra-modern offices and shops. Several of the historical houses and shops have been restored to their original states.

Visitors stroll the main streets of "Virginia's Gateway to the South" and step back into history through the doors of Ramsey House, the 1724 home of the

city's Scottish founder and first postmaster, and the Carlyle House, Alexandria's grandest mansion and the house where English governors proposed taxation without representation, one of the hated laws that helped spark the American Revolution.

Walk along the cobblestone streets of Gentry Row and Captain's Row to view the early American homes (now privately owned) that belonged to sea captains when Alexandria was a thriving seaport. And stop in at the Old Apothecary Shop, now a museum of early medical ware and handblown glass containers.

A short bus ride south to Fredricksburg, Va., once a major port of colonial Virginia and a strategic civil war city, will give you an unusual one-day break.

After its founding in 1727, Fredricksburg emerged as a major port and crossroad town on the main road from the North to the South. It was for this reason during the Civil War that both sides fought for control of the principal land route between Richmond, Va.,

and Washington, D.C.

Visitors can wander across the battlefields of Fredricksburg, Chancellerville, the Wilderness, and Spotsylvania Court House or visit the Jackson Shrine, the spot where Confederate General "Stonewall" Jackson died, and the Richard Kirkland Monument, a sculpture of Confederate Richard Kirkland giving water to Union soldiers wounded during the Fredricksburg campaign.

But not all the sights are of war memorials in "America's Most Historic City." Fredricksburg is the home of the James Monroe Law Office-Museum and Memorial Library, High Mercer Apothecary Shop, and the Rising Sun Tavern. These buildings and many more were preserved so that today's Americans could sample southern living and hospitality.

With the above cost-conscious ideas in mind, plus their own imaginative additions, Navy family members can enjoy successful, inexpensive vacations. They can take the time to learn about their own parts of America.

Tents and Campfires

With the annual outbreak of spring fever, Americans flee from the stale air of office prisons into the outdoors. Millions flee the asphalt jungle with their fast food outlets and 24-hour supermarkets to head for wilderness playgrounds.

There, the aroma of fresh coffee and the sizzling snap of frying brook trout drifts through the tent flaps to clear smog-clogged senses and herald a new dawn. Drowsy campers awaken amid America's crown jewels—

- cypress swamps and sand pines in the South.
- alpine meadows and great fir forests of the Rockies.
- sprawling hardwoods of the Midwest and the Appalachians.
- giant sequoias of the Sierras.
- lush greenery of New England slopes and countryside.

- the rugged Pacific coast or the Atlantic seashore.

Regardless of the outdoor activity, these priceless gems offer an array of summer and spring recreation — plus an untold fortune in winter and fall pastimes for the adventurous.

This great U.S. treasure chest affords numerous recreational outlets: swimming, boating, camping, backpacking, hunting, fishing, water-skiing, canoeing, horseback riding, berry picking, rock collecting, bird watching, sailing, picnicking, bicycling, skiing, winter camping, snowmobiling, ice boating, mountaineering, and several other activities involving land and water.

Today, billions of acres of federal lands and waterways comprise the nation's most useful recreational and economical resource. These acres are national assets managed for public use

and held in trust for future generations of Americans.

These treasures are managed by seven federal bureaus or agencies: Bureau of Land Management, Forest Service, National Park Service, Fish and Wildlife Service, Army Corps of Engineers, Tennessee Valley Authority, and Water and Power Resource Service.

Outdoor recreation has increased now that Americans have more leisure time. By the year 2000, it's expected that the number of Americans retreating to the wilderness will triple.

Use of the nation's forests for many purposes is a tradition dating back to our forefathers. Today, the national forests attract outdoor buffs in numbers greater than the western migration of the last century.

The 154 national forests, managed by the Forest Service, provide Ameri-

cans with campsites ranging from roughing it on the sylvan trail to the standard forest service campground complete with paved roads, water, and sanitation facilities.

"Most campgrounds are run on a first-come, first-served basis with the exception of 27 national forests in California that take reservations due to high usage," said Jim Bossi, head of the Forest Service Developed Recreation Sites. "Most campgrounds allow a family to camp up to 14 days but some of the heavily used forests allow only a seven- to 10-day stay during their peak season."

Most national forests are open year round and do not charge entrance fees. The only fees charged are for overnight camping or use of other developed recreation areas.

A portion of the forests are wilderness areas. While many remote sections are underused, certain other areas and trails have been receiving increasingly heavy use. To prevent the overuse and destruction of these areas by visitors, wilder-

ness permits are required which can be obtained from a ranger station.

These wilderness areas reflect the nation's heritage. They're preserved as roadless areas where the earth and its natural life are unsoiled by man. These areas also ensure future Americans an opportunity to test their pioneering skills over a network of hiking trails and picturesque rivers and streams where wildlife can be found in natural settings. Man leaves only his footprints but takes away priceless memories.

Parks, monuments, recreational areas, and historical sites constitute the National Park System.

The natural parks conserve the natural scenery and historical objects in 320 parks across America. Of these, about 100 have campgrounds open to the public with 36 parks as the main core.

The camping facilities are on a first-come, first-served basis with the exception of seven major parks: Dinosaur National Monument; Mount McKinley;

Acadia and Grand Canyon National Parks; Chickasaw National Recreation Area; and, the Cumberland Island and Point Reyes National Seashores. All these require reservations—forms can be obtained by writing the appropriate park superintendent.

While summer is usually considered the best time to visit a national park, many campers find autumn superior. As more parks are open year round, autumn offers campers an opportunity to enjoy the solitude.

Camping facilities in most national parks range from primitive wilderness campsites that may be nothing more than a clearing to well-developed sites with water and complete sanitary facilities. Backpacking in the remote areas, just as in the national forests, requires a back-country permit.

The National Wildlife Refuges, under the management of the U.S. Fish and Wildlife Service, also are instrumental in preserving our precious American lands and waters.



Pick One Close to Home

The 400 national refuges allow a glimpse of unique wildlife and afford an opportunity to see wildlife in its natural habitats. Traditionally, the refuges in most parts of America allowed only limited recreational use. However, in recent years, more wildlife-oriented recreational activities have been allowed with the provision that they do not conflict with the wildlife resource.

"Wildlife is number one priority in the management of refuges and the needs of man are secondary," said Ronald E. Dorsey, Fish and Wildlife Service Recreation Specialist. "Usually, these areas are where the wildlife have been migrating to long before the coming of man.

"The public is welcome at any refuge," he added. "However, some areas are very isolated and have no overnight accommodations, either in the refuge or nearby. Refuges close to urban areas usually have commercial lodging or private campgrounds nearby.

"Most of the refuges are day-oriented with use limited from sunrise to sunset," said Dorsey. "There is very little, if any, overnight recreation."

Nevertheless, some of the refuges do permit limited backpacking. Back-country permits are required and are issued by the refuge visitor center on a first-come, first-served basis. Backpackers should contact the refuge in advance to find out specific requirements.

Several man-made gems were added to the nation's strongbox by the Water and Power Resource Service (WPRS) and the Army Corps of Engineers. Most of the land and waterways under these agencies are located close to urban areas and afford an excellent recreational spot for low-cost vacationing.

Almost 75 percent of the man-made reservoirs and other bodies of water constructed by the WPRS are within an hour's drive from metropolitan areas in the 17 western states. The lakes under the Corps provide a sound recreational base with more than 60 percent of them located within a 50-mile radius of metropolitan areas.

These water-oriented recreation oases offer mostly daytime recreational

use. Some also offer camping—from the primitive to the very sophisticated sites for recreational vehicles.

Both agencies' waterways for recreational use are operated by local, county, state agencies or private concessionaires.

Besides water sports, WPRS areas offer some off-road usage in specially designated areas and abundant biking trails.

As interests in biking mushroomed recently across America, a growing network of modern two-wheel freeways is winding along the WPRS canals. The California Aqueduct Bikeway is the largest and most ambitious project currently under way. When completed,

the 20-foot wide asphalt strip will snake 444 miles through the middle of California. Water, restrooms, and picnic tables will be furnished at rest areas every 10 miles. Other biking trails along or near other WPRS waterways are mostly gravel access roads. Even so, they furnish cyclists with an economical opportunity to break away from their automated urban environments.

Another oasis offers 600,000 acres of waterways and 11,000 miles of shoreline—the seven lakes constructed by the Tennessee Valley Authority.

As might be expected, fishing is one of the most popular pastimes in the valley but not the only one. The lakes are used for almost every kind of boat-



ing, and camping facilities are located along the shoreline with other public access areas.

One valley haven is the Land Between the Lakes. Located between Kentucky Lake and Lake Barkley, the 170,000-acre peninsula serves as an outdoor demonstration in recreational and environmental education. It's located away from all commercial establishments, including gas stations, where a camper can choose a campsite amid nature or

one amid the conveniences afforded by a recreational vehicle. Other features include a herd of buffalo, an archery range, a horseback riding campground, 2,500-acre off-the-road vehicle area, a variety of hiking trails from a quarter of a mile to 60 miles in length, a canoe trail, 25 miles of biking trails, and several other outdoor recreational areas.

The final treasure is the land under the control of the Bureau of Land Management (BLM). Approximately

170,000 acres in the 48 states, plus 240,000 acres in Alaska, are managed by the BLM with 29 recreational areas and 12 primitive areas. Included are wild and scenic rivers, the Pacific Crest Trail, the King Range and California Desert Conservation Areas.

Whatever reason Americans give to flee the confines of urban life, vast sections of the nation are preserved for their use and recreational enjoyment.

—Story by JOI James R. Giusti

Write Ahead for the Facts

For further information on regulations, recreational opportunities and nearby attractions, write to the following federal offices:

Director
Water and Power Resource Service
Dept. of the Interior
Washington, D.C. 20240

Bureau of Land Management
Div. of Recreation and Cultural Resources
Dept. of the Interior
Washington, D.C. 20240

Director
U.S. Fish and Wildlife Service
Dept. of the Interior
Div. of National Wildlife Refuges
Washington, D.C. 20240

Office, Chief of Engineers
Department of the Army
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Life on the Mississippi

A snowball whizzes by his left ear as an attacker laughs in the distance. So he grabs a handful of slushy ammunition and molds a spherical response of his own. Sneaking across an open space, he takes careful aim and fires. Others around him join in, and soon a full-scale snowball battle is on.

This isn't winter in New England, or even a short-lived first snowfall in grandpa's backyard. But it *is* a bunch of sailors having fun on the fantail of USS *Mississippi* (CGN 40).

The nuclear-powered guided missile cruiser is the fourth to bear the name *Mississippi*. Its father watched in silence at Tokyo Bay while the Japanese formally surrendered to Allied Forces in August 1945. Its grandfather slipped down to Veracruz in April 1914, after fighting broke out in Mexico, carrying the first group of naval aviators ever to fly combat missions. And its great-grandfather also had occasion to visit Tokyo Bay in 1853, on a peaceful mission of a different kind—as Commodore Perry's flagship when he opened that country to Western trade for the first time.

But the two-year-old cruiser heading toward the Virginia Capes at 20 knots has its own mark to make on the world. From the first touch of the builder's torch to the last touch of the breaker's, this ship's life will be defined by its crew. Feelings of satisfaction, weariness, boredom and exhilaration will be experienced within the confines of its gray-painted skin. The ship will lend its crew a feeling that isn't easily expressed, but readily understood by every sailor

destined to serve aboard the "four-oh" cruiser.

But for now, several crew members have feelings which are much more specific as they struggle to bring a huge rubber fender on deck. The boatswain's mate gives encouraging words: "Come on, you guys! Put some *back* into it!" A sailor pulling stubbornly on the rope stops and straightens up. "Man, I ain't *got* that much back—let me go home and get my other spare back, the one with all the muscles." He rubs his hands together, bends over once more and pulls for all he's worth. Sailors learn to make do with what they've got.

Two decks up and a little bit forward, a young hull technician drops a tape with a brass weight on the end down into a small hole in the deck. As he lowers the tape, he turns around and pokes his head into the ship's store. "Hey, how's it goin' today, Mr. Conehead?"

The tall and lanky sailor standing behind the cash register grins widely and lifts his cap, revealing a bald head. "Real fine," and puts it back on. "Real fine. What's goin' on out there?"

"Oh, I'm checkin' the ship for water, man, to see whether or not we're sinkin'. See, I gotta check 32 of these sounding tubes all over the ship, and if the bobber comes back up wet, then I gotta call down to see if there's a leak or if somebody's just fillin' up his bathtub. Even if you and me were treading water up here, but this brass bobber was dry, I'd have to say that we were still afloat." The weight is made of brass so that it

doesn't create sparks when it knocks against the metal tube.

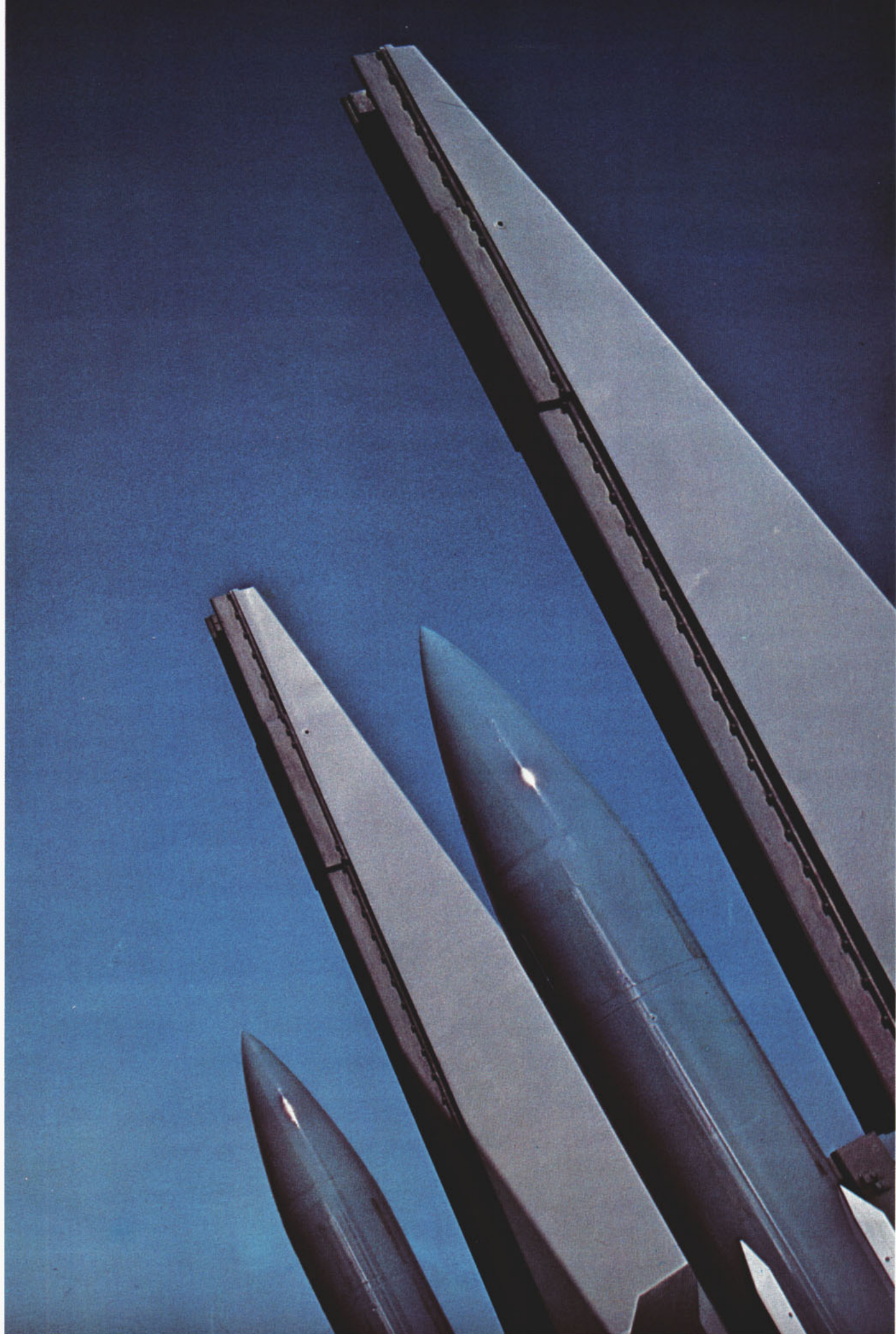
Outside, the Virginia shoreline has gone for a vacation below the horizon. Now *Mississippi's* crew takes pleasure in knowing there's nothing but salt water as far as any human eye can see.

Three crew members stand on the port side in their shirtsleeves. They can do this without shivering because they're huddled in front of a huge exhaust vent blowing hot air. One of the sailors is from USS *Arkansas* (CGN 41), a sister ship still under construction. He's aboard to learn from *Mississippi*, just as its crew learned from USS *Virginia* (CGN 38) and USS *Texas* (CGN 39).

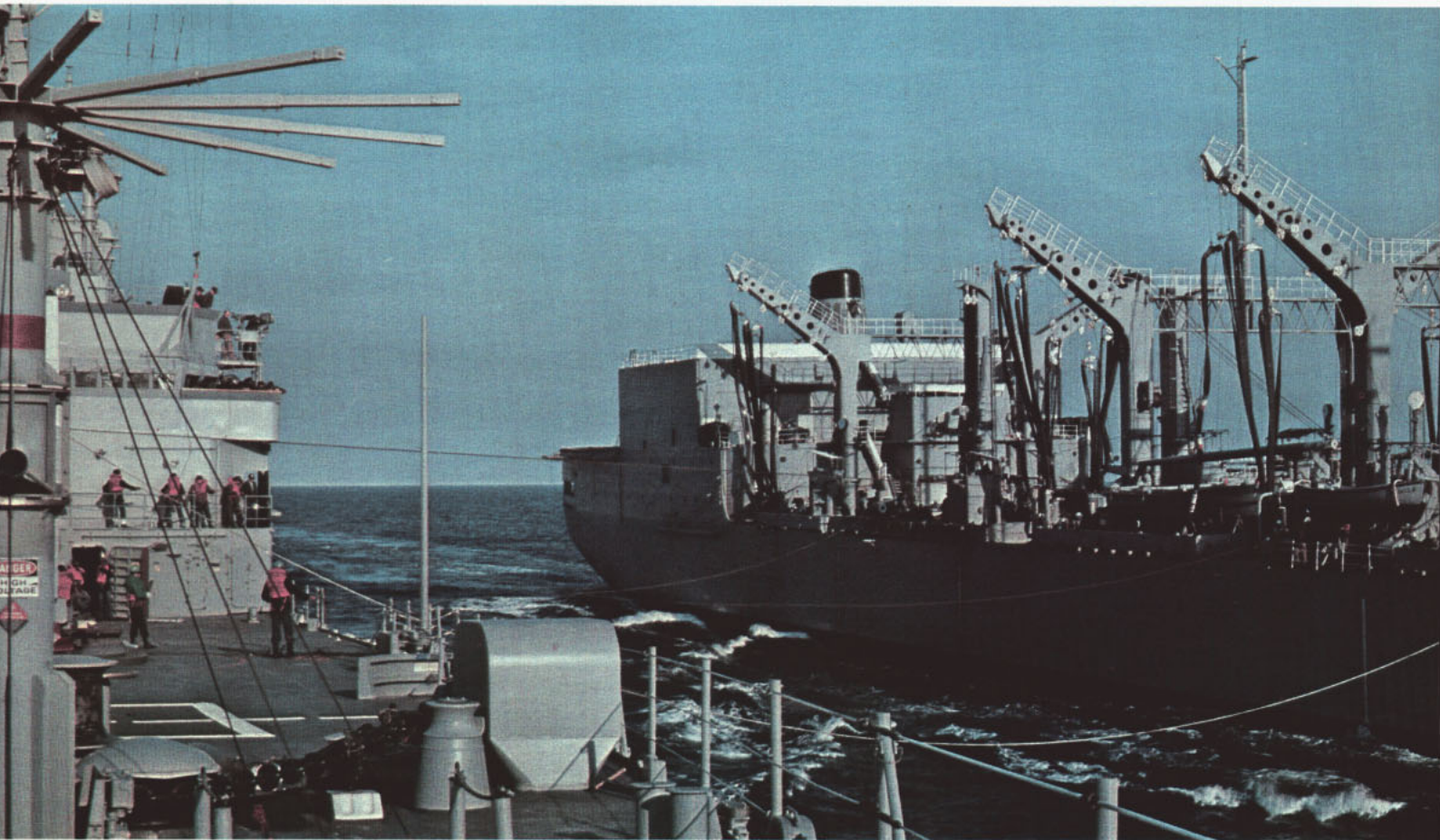
He and his companions stare at some porpoises swimming alongside. He looks a bit farther out and points toward a larger group of fish off the port beam, "Looks like some whales are keepin' us company, too." Sometimes a sailor finds himself working in the world's greatest aquarium. "I remember one time the forward watch reported to the bridge that there were three blue lights' sittin' dead ahead in the water. Well, we went hard to starboard to avoid a possible collision." He chuckles. "Damn thing turned out to be a big old whale out for a midnight swim—moonlight shinin' on his fins made it look blue to the watch."

Maybe the porpoises that leap alongside have heard that story before—from the whale's point of view. They

Standard missile training "shapes" on rails of Mark 26 launcher aboard Mississippi.



Mississippi



seem to be watching the blue-clad figures on deck. Apparently, porpoises consider sailors to be more of a novelty than most of their subsurface acquaintances. "The more guys there are watchin' 'em on deck, the more they like it," adds another exhaust vent dweller. "If we get enough guys out here, they'll start doin' all kinds of tricks—jumpin' over each other and stuff like that—they're real fun to watch.

"All kinds of stuff to watch out here, really. When I was on shore duty, I thought bein' on ship would be quite the drag, but now that I'm aboard, I know it's a lot more interesting than sittin' around on shore all the time."

So the watching appears to be a mutual event. Sailors watch the porpoises, and porpoises watch the sailors

to see if they're watching. The dark gray skin of the friendly fish nearly matches the cold choppy grayness of the waves they nose in and out of. Wherever Flipper is, he's probably warmer, but he couldn't look any happier than his Virginia-based relatives.

"Had any good liberty yet?" asks the man from *Arkansas*.

"I guess you could say that," puts in a torpedoman who's been aboard since *Mississippi* was commissioned Aug. 5, 1978. "If you call the Virgin Islands, Curacao and Rio de Janeiro good liberty, then I guess we had it." He amplifies about the Brazil trip. "People down there are *so* friendly—the beaches are just packed, but they sure are nice. Man, you can talk to those folks until your vocal cords give out from exhaustion." He smiles and says again, "Yeah,

they're real friendly down there."

Far off on the starboard bow, the aircraft carrier *USS John F. Kennedy* (CV 67) blinks a message over to the signalmen one deck above. The *USS South Carolina* (CGN 37), *USS Milwaukee* (AOR 2), and *USS Yarnell* (CG 17) are somewhere out there too, appearing as orange-hued squares or circles on the combat information center's radar scanners.

A first class gunner's mate walks up and joins the conversation. "You know, it's kind of a weird thing, going out on liberty in foreign countries. You always hear these stories about sailors getting drunk and tearing up the town. But from what I've seen personally, that just isn't the case.

"I know plenty of guys who take off and visit museums or parks, and check out the local stores and shops. They spend time talkin' to the locals and try to find out something about the country's culture. Then, when they come back aboard and shipmates ask the usual questions, they're embarrassed to give the real answer so they tell the routine story of how they went out and had fun—that's what the others *expect* to hear. But I know for a fact that plenty of these guys are usin' their time constructively. You can always get a drink back in the States, but you can't see Rio every day, or pretend to be a Brazilian in Norfolk."

The gunner's mate says "See ya later" and waves so long to the porpoises, who've begun to feel a bit neglected. He makes his way toward the mess decks. As he moves past doors and watertight hatches on either side of the passageway, scattered bits of conversation penetrate his ears:

"Now the guy who checked your spaces claims that you had *one* pillow on your rack and *another* pillow stashed in your locker. Now I've talked to you about this before and the Navy says that . . ."

"Man, if you knew how old them



*Clockwise, from top left: Deck force prepares to man lines; sailor heaves line to sister ship *USS Virginia* (CGN 38); tug "Jane McAllister" nudges cruiser into port; *USS Milwaukee* (AOR 2)—links up with *Mississippi* during UNREP exercise.*

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cookies are, you wouldn't be eatin' the one he just offered you. Those things were left by a dockworker when this ship was gettin' its keel laid . . ."

"Hey, the captain was down in our spaces today. You know he sings in some kind of classical choir—you know, the kind that does stuff by Beethoven and guys like that with the conductor wavin' his little wand on the platform? He must have some *good* voice to pull off that kind of singing. Can't say that I get into classical music that much—I don't think Willie Nelson ever wrote a symphony—but if he likes what he's doin', then more power to him . . ."

"We've really gone overboard with mess specialists for our crew . . . uh, excuse the pun. There's one food service attendant for every 25 men on board. Usually, the ratio for a ship this size will be 1 to 32 or 1 to 36. Something like that. We had to shortchange our man-

ning a little bit in other areas, but we figured if the guys can't eat right, then they won't be able to work right no matter how many we've got to do the job . . ."

The words echo for a short time against pipe and bulkhead and coiled hose. Quickly, like most words spoken on or off ship, they disappear into the memories of those who found themselves listening, to be remembered much later at the oddest of times.

In the galley, mess management specialists scurry about their work wearing T-shirts that have "4.0" printed on them. A petty officer rushes through the galley, muttering something about crisis management and the games people play. But the problem can't be that critical because he stops long enough to joke with his friend who waits in line for the evening

Lookout gazes toward other Navy ships at Norfolk; sun hangs low in the sky as shipmates talk on fantail.



meal. The line is very long. Aboard ship, lines are always long. Besides, if a sailor ever found himself standing in a short chow line, he'd probably think there was something wrong with the food, and opt for the geedunk machines.

After supper, some of the first class crowd gather into their small but cozy mess area for a nightly ritual of card-playing. Four E-6s are engrossed in a hot hand of pinochle. Between hands, they catch two or three minutes' worth of a movie on TV, "Invasion of the Ant Kingdom." Just when a giant ant is breaking into a telephone booth containing a beautiful, screaming woman, the deal goes down and her plight is forgotten, replaced with a preoccupation for jacks and queens. No ant kingdom could be more exciting than finding out that you and your partner are holding every ace in the deck.

As the sailors play, they talk and the topics of conversation vary. But a lot of them have something to do with *Mississippi*:

"You think you changed *your* living spaces around—if my division was making overtime, our paychecks would be about double the amount. We got ourselves a cutting torch, a sledge hammer, some other tools and rearranged our whole living area. All we did was ask permission and they said to go ahead. And we repainted almost everything, too." He names diamonds as trump and the opposing team lets out a stereophonic "Ohhh, nooo!" After a wave of laughter from the team with all the diamonds, conversation moves on to the question of *Mississippi's* combat readiness:

"Sure, you can go ahead and say that, but for all intents and purposes, we're an unknown quantity in terms of combat capability," argues a hull technician who works in the general workshop on second deck—the place that has a picture of Mighty Mouse with a blowtorch and welder's helmet stuck on the door. "Nobody really has any idea as to what this ship can or can't do for a very simple and obvious reason—it's never been in combat." He looks over at his partner. "By the way, shipmate, I don't have any more diamonds, just in case

you thought I was holding back for a flourish at the end."

"Table talk is *not* permitted aboard my ship, sailor!" shouts a sonar technician on the other team, and slams the table with his fist. The offending player looks surprised and says, "Oh, was that table talk? I was only talking about precious gems. What did you think I was talking about?" The sonar tech ignores the answer and gets back to the previous topic.

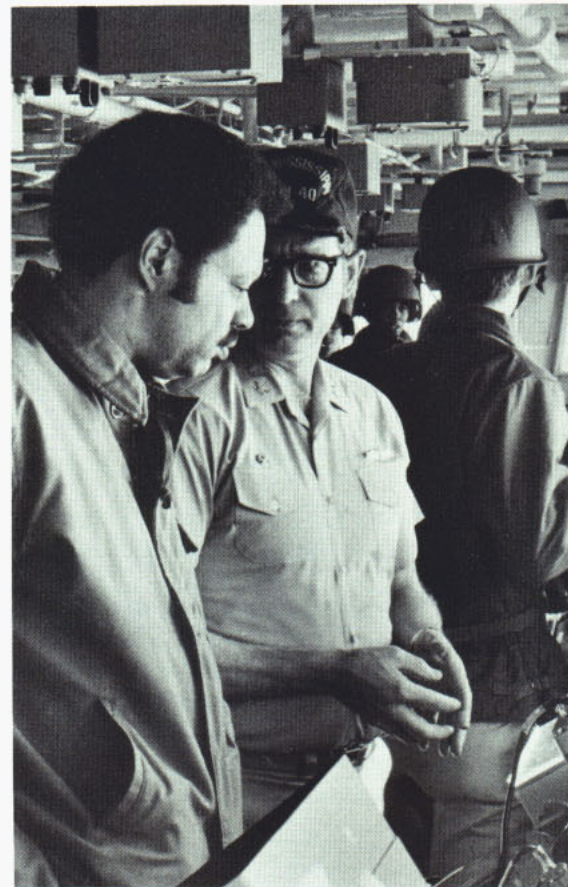
"Yeah, you're right about us being untried in combat. You think about the drills we have sometimes, and the guys might not take things as seriously as they could because they know it's not a *real* combat situation. They know that unless somebody falls down and goes boom, no one's gonna be hurt." He plays a card and looks at the rest of his hand and mentions to his own partner, "Hey, you know those precious gems our opponent was talkin' about? Well, I just want you to know I'm a very rich card-player."

And he goes on. "But mister, in a genuine combat situation, when it's an established fact that somebody's gonna be firin' at you in about five minutes, people start to find things in themselves that they never discovered before. All that training suddenly clicks into place—and if someone's standing in the way who's not supposed to be there, he's just gonna be knocked right out of the way because nobody's got the time to ask him what his problem is."

The veteran sonar tech falls silent after this remark, and the only sound at the table is the scrape of worn-out cards as his partner pulls in another trick. Meanwhile, on the video, a scientist in a white smock is on his hands and knees pleading with an amused group of megants. Apparently, he wants his lab assistant back in one piece rather than in installments.

Another member of the pinochle foursome is a machinist's mate who earlier in the day kept some "civvie"-clad visitors out of his classified work spaces because they couldn't produce a clearance. He's been a crew member since *Mississippi's* pre-commissioning days. he shuffles the deck, someone makes a

Executive Officer, CDR Paul Reason, (left) and the Commanding Officer, CAPT Peter Hekman on *Mississippi's* bridge.



snide remark concerning the value of "attaboys." He argues the point.

"It may sound superficial, but every once in a while, it's not a bad idea to give somebody a pat on the back for the good job he's done. I mean, we're not asking for a drum-and-bugle corps parading down Broadway or anything like that." He doesn't notice that a card he's been shuffling has fallen onto the deck.

"But when the captain comes down and makes the simple statement, 'You're doing a fine job, Petty Officer So-and-So,' sometimes it makes a big difference in morale—and he does a lot of that. I saw him yesterday helpin' an E-4 change a part down in M-2 division. He doesn't have to do stuff like that, but he does. And you can make jokes about an 'attaboy' plus a quarter being enough to get you a cup of coffee, but I've seen little stuff make a big difference in attitude. I don't see anything wrong with

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that." He notices the fallen card, picks it up, deals it to himself and smiles. "But like I was sayin', it's really surprising what a little compliment can do sometimes."

"Yeah, but there's more to it than that," the hull technician says, counting the points in his hand.

"Compliments are fine, but they don't help a guy learn about his job. And the kids coming into the service now really surprise me sometimes. I mean, they're so *curious* about things, they want to learn the inside and outside of everything that has to do with their rates. I'm not running into a bunch of robots that just learn what they're told and nothing else." He lays down the first card of a new hand. "You just can't force-feed someone's interest—it's got to be there already waiting and ready to soak things up."

The first card happens to be an ace of diamonds, and his opponents find something humorous in that. Back on the television screen, all the ants have been repelled and reduced to normal size. The beautiful woman last seen screaming her lungs out in a telephone booth now smiles placidly upon an ant farm in a laboratory. So the show ends with science winning out over mutant menaces.

Outside, *Mississippi* is within ten minutes of securing its main deck because of darkness as the fading sun paints part of the ocean a shimmering red. The porpoises have all gone home,

performing their tricks in front of some ancient wreck.

A lone figure stands above the fantail with a sound-powered telephone strapped to his chest. He's all bundled up against the wind; the contractor didn't build a hot-air vent where his station is. The aft lookout will stand his watch four hours before he's relieved. Just him, the ship and the cold water below.

"Needless to say, it's pretty freezing out here sometimes," he says, and pulls a wool cap down over his ears. "And there's not a whole lot of traffic in these waters, so when the sun says bye-bye, it gets very dark—completely dark when the sky is overcast and there's no ship lights around."

He puts a gloved hand in front of his nose. "I can't even see this far in front of me; I know the ship's here because I'm standin' on top of it. But if I was to be lifted six inches in the air, I sure couldn't tell by lookin' that there was a guided missile cruiser under me."

As he talks, *Mississippi's* aft missile launcher begins to shift its double-barreled head around as if by magic. Like a phantom monster in the twilight, it moves to the left, up and down, back to the right and rises straight up to a vertical stance. A metal cover on deck slides open, and one of the rockets on the launcher suddenly disappears from sight, swallowed in one gulp by an unidentified mouth somewhere below. The ship's launchers are tested twice a

day at dawn and dusk—whether they need it or not.

The lookout finishes his comment on a less bleak note. "But I've stood watch plenty of times in other places that were warmer, and I've got to say it's a real nice experience. With a clear sky full of stars and the moon shinin' on the sea, you almost feel like you've died and gone to heaven. It can be that beautiful. And scenes like that are somethin' you can never quite get away from, no matter how cold and rough it might get out here."

The aft launcher stands silent now, and four seemingly curious sea gulls glide above it, waiting for the odd-looking phantom to make another move in their direction. It doesn't. Without any apparent effort, they keep up with the ship—veering, rising and falling with the wind. An eerie noise that sounds like metal grinding against metal filters throughout the superstructure and envelops the gulls, making them a bit eerie, too. Silhouetted against the darkening sky, they could be taken for messengers of ill fortune.

But who ever heard of these constant companions of sailors everywhere being symbols of evil? Certainly not the sea gulls.

Below decks, life on *Mississippi* slows down for the night. The crew has fallen into their underway routine that will last another four days on the Virginia Capes. There will be general quarters drills each day, and an underway re-



plenishment exercise with USS *Milwaukee* (AOR 2). Damage and fire control units will be put through their paces, the combat information center will track real A4 Skyhawks on its radar screens, and the ship will win yet another retention award. But all of that is yet to come.

For the time being, a quartermaster seaman opens his locker and grabs a towel in preparation for a relaxing three-minute shower before he hits the rack. He's talking to a new guy on board who's been trying to find his sea legs all day, but still came up empty-handed by the time shipboard lights went to red.

"It's an interesting ship to me," the quartermaster says while slipping on his shower shoes. "Some guys on board have a bad attitude about sea duty. So they would say that any ship they're on is bad. But I try to hang a positive picture wherever I'm assigned. You know what everybody says, 'You get out of it what you put into it.' Well, this ship's no different. The hull doesn't have any magical powers—it can't change a person's point of view about life."

He grabs a bar of soap and heads for the shower. "Just decide in your own mind that you're going to make the most out of this tour. Everything else should fall into place after that."

When his shower is through, the young seaman lies on his rack, surrounded by red light and metallic sounds as the ship responds to the push and pull of ocean currents.

It's a rocking motion that reminds the sailor there are no parking lots outside, and if he's thinking about ordering a pizza, then maybe he'd better leave off the anchovies because it'll taste salty enough after delivery.

He glances over to a rack with the reading light still on; a shipmate has his nose buried in a badly dog-eared paperback. "Hey, whatcha readin' over there?"

His friend looks up and lays the book across his chest. "Mark Twain, man—'The Adventures of Tom Sawyer'! It's all about this kid and his friends and life on the Mississippi."

And so it was.

— Story and photos by JO2 P.M. Callaghan

The JEA story

The senior enlisted adviser is a familiar figure at virtually all Navy commands. He's the one a sailor approaches when a problem doesn't seem to be getting enough attention through regular channels.

USS *Mississippi* has come up with a variation on this problem-solving theme: the *junior* enlisted adviser (JEA). Six months ago, the command established the JEA position to "assist . . . in matters affecting welfare and morale . . . and promote the effectiveness and efficiency of the chain of command."



Sonar Technician (Surface) First Class Michael Day, one of *Mississippi's* first junior enlisted advisers, told how the idea got started.

"Some crew members felt there was a need for a person to interact with the junior people on board—someone who could bridge the gap between the so-called 'old' and 'new' Navy."

With encouragement from the command, two other petty officers—Electronics Technician Second Class Frank

Musantry and Sonar Technician (Surface) First Class D.C. Wamsley Jr.—got together and wrote the ship's 5400.2 instruction, which set up the JEA position as official policy. It was decided along the way that two such persons were needed for the nuclear-powered cruiser, one with a nuclear background and the other from the "topside" ratings.

Nominees were chosen from each division and an election was held. The winners: Petty Officers Day and Musantry. Their stint as junior enlisted advisers began on an indefinite note. "When we first started out, we weren't really sure about *what* we were going to do," Musantry said. "But we had the

Junior enlisted advisers Post, Musantry and Day. Since the position is only open to E-5s and below, Day was superceded as "topside" JEA by Post after being advanced to E-6.

command master chief—Master Chief Operations Specialist Albert Hallman—behind us. He made a lot of helpful suggestions. We started to attend meetings like the planning board for training and the human relations committees. After a few weeks, we began to find out who had the information we needed and where to get hold of them. Being

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JEA is the kind of job that has no 'typical day'—we're always playing it by ear."

So the junior enlisted adviser became part of *Mississippi's* daily life. So what? Did the crew notice?

According to Cryptologic Technician (Collection) Second Class Jeff Post, they did and still do. He recently replaced Day as the topside JEA when the sonar tech was advanced to E-6; the job is open only to E-5s and below. "I've only been on this job for a couple of weeks," he said, "and already people are coming to me. Word's gotten around real fast on the ship and it seems to me the crew's responding in a positive way."

More important than simply being noticed, the advisers have become involved with the crew as problem-solvers. Musantry said, "A guy will seek us out with a personal problem he feels isn't being handled correctly. In a case like that, we might arrange a meeting between him and the chaplain. Sometimes, crew members feel uncomfortable about going directly to the chaplain himself, or anyone else of high rank and authority."

While some of the problems are of a personal nature, most have to do with policy matters aboard ship, and this is where the JEAs' knowledge of information sources pays off.

"We're kept aware of the ship's operational schedule and specific things going on for a few weeks in advance," Day explained, "as well as a general understanding of what's being planned for an entire quarter. This information is really valuable because we're mingling with the crew all the time, and can squelch rumors before they get started. I suppose you could call us policy experts for the ship."

Musantry added, "The crew is really interested in knowing *why* a certain instruction has been brought out. We play middlemen between the individual's point-of-view and the command's rationale for setting a policy."

Adequate information seems to be one of the essential keys the JEAs have been supplied with to help unscramble confusion over policy. Musantry claimed they've been given "unlimited

access in terms of the people we need to see to take care of a problem, and that includes going to the captain."

Day explained their approach to finding solutions. "We always try to handle the problems at the lowest possible level in the chain of command. There's no sense in going to the captain with everything. You can resolve problems with information; most of the time authority isn't necessary. It amazes me how easily most of these things can be solved once the proper information has been gathered."

Another important element of the JEA position is easier identification among the younger sailors on board. "It's evident that we're filling in an important gap in the communication process here," said Post, the newest JEA. "When I was being interviewed for this job by the command master chief, one of the main points he brought up was that we're in a great position for passing the word. So many younger guys would rather come to an E-5 with their questions instead of approaching an E-9, just for the simple reason that we're closer to them in age and rank."

The success story of the junior enlisted advisers is one of accessibility—to the crew and to information channels. Commander Paul Reason, executive officer of *Mississippi*, described the JEA as "a petty officer who's a representative of the crew and a responsible channel for thought, information and input pertinent to the running of this ship."

Junior enlisted advisers may not be a good idea for all commands, but aboard *Mississippi*, they're well on the way toward becoming a key element in the ship's communication network.

The key to retention

Rumor has it that sailors aboard USS *Mississippi* (CGN 40) are reenlisting so they can get off the ship. The rumor is fact.

"Of course it's true," said Captain Peter M. Hekman Jr., the guided mis-

sile cruiser's commanding officer. "Virtually all the men who reenlisted on board this ship have gone on to more demanding and challenging jobs. If they're trying to get off my ship for those reasons, then more power to them."



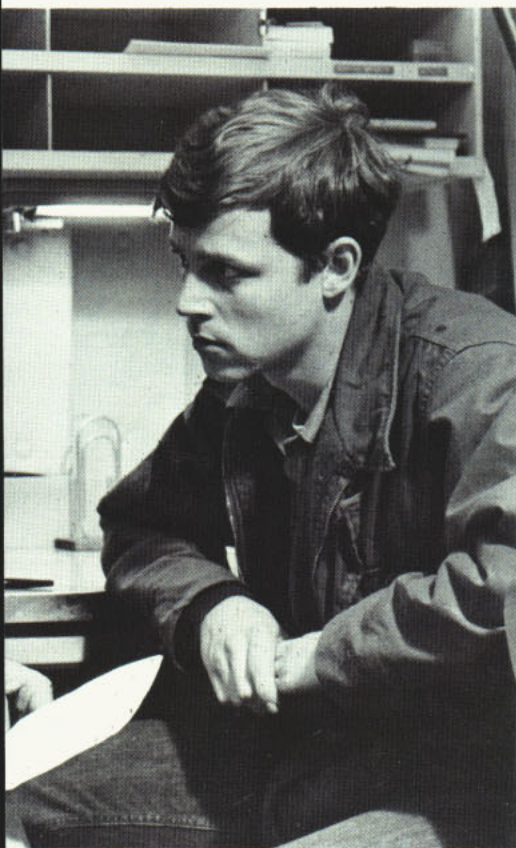
Senior Chief Anderson, leader of Mississippi's retention program, makes every effort to match a sailor's personal desires with the needs of the Navy. His efforts have paid off for both.

Evidently, he's not bothered by the rumor, and neither is Senior Chief Electronics Technician William Anderson, command career counselor.

"There's certainly truth to that," he said. "Usually, a person reenlists for better duty or a school—not to stay aboard the same ship. *Mississippi's* crew is no different from other ships' crews when it comes to reasons for staying in—it helps if you can give them something better. And we feel that whatever it takes—if we can get someone to commit himself for even one more year, then we're doing the Navy a favor."

If *Mississippi's* crew is no different from others in terms of what they want

as incentives, then why has its retention rate been so consistently high? Last year, the ship reenlisted 65 percent of those eligible. And the cruiser has managed to stay on the Atlantic Fleet's retention "Superstar" list for 31 of the last 32 months.



"The lack of one reenlistment in December cost us our place on the Superstar list after 29 consecutive months," Anderson said. And there was no mad rush to find that *one* sailor who could fill the quota, then swear him in before he changed his mind. "Of course we were disappointed, but no one said a thing about it. We know these are the kind of short-range objectives we have to let go of sometimes in order to achieve our long-term ones."

The difference is in the retention team's method: a long-range approach coupled with an unusual commitment to the individual. Extra time and effort spent to make reenlistment an attractive and beneficial decision to the sailor is the best way of asking "Do you want to stay in?"

As soon as a new man steps aboard,

the retention team is already thinking about him in terms of his next tour of duty. They talk about what programs he's eligible for—like Selective Training and Retention (STAR) or Guaranteed Assignment Retention Detailing (GUARD)—find out what his duty preferences will be after he leaves the ship, and discuss available education programs for high school completion or college degrees.

"Most of the time, people don't see past the short-term benefits," Anderson said. "If we show interest in a person the moment he gets here, then the chances increase for reenlisting him." The career counselor talked about the tendency for people in his business to get caught up in the numbers game—monthly or yearly quotas—and how some commanding officers want to see only immediate gains in retention rather than cultivate a long-range policy.

CAPT Hekman thinks differently. He supports Anderson's retention outlook: making reenlistment a continuous concern and a worthwhile choice. "What we do is get all the positive data together and call the detailer before we even approach the man," Hekman said. "We ask about his options, get commitments from the detailers—they've given us outstanding support in this way—then lay the whole package out to the man."

"Our intention is to make the most attractive offer possible in return for another tour of duty. If that means getting a man off the ship two years ahead of time, then that's exactly what we're going to do."

Anderson spoke about the time consideration. "One of our faults in the Navy is putting a time limit on when a person can reenlist and when he or she can't. Most detailers won't give any guarantees until the six-month period to EAOS is reached. You need special permission to do it, but a sailor doesn't have to reenlist only within a six-month time frame."

"And if a crew member on this ship has special requests, we'll break our backs to try and get them for him. Probably about 50 percent of the cases on board need special attention; sometimes it takes two or three months to

take care of a person's request for reenlistment."

Special attention pays off both ways. In a single day aboard *Mississippi* last year, 40 sailors reenlisted. Anderson guessed that \$300-400,000 in bonus money was paid out that day. According to him and CAPT Hekman, the lump sum bonus is one of their strongest weapons in the retention arsenal.

Electronics Technician Seaman Bill Oldal thinks so, too. He's been on *Mississippi* since March 1978, and just reenlisted for six years. Oldal also just bought himself a 1980 pickup with the bonus he received. Besides that, he got "A" and "C" school guarantees plus provisions for automatic advancement. Despite the total benefits, Oldal said he wouldn't have re-upped without the lump sum bonus.

There once were six machinist's mates aboard *Mississippi* with two years left on their original enlistments. Now they're all gone—to guaranteed duty with the *Carl Vinson* (CVN 70). Each one also got a lump sum bonus payment. "It was a hassle for the disbursing clerks," Anderson recalled. "But extra work is what puts the Navy ahead in the retention game."

Extra work as opposed to intimidation. One thing the command is careful not to do: push a sailor into a reenlistment that he really doesn't want. "We don't hard sell any of these guys," said Commander Paul Reason, executive officer. "All it takes is one bad example to turn off a lot of prospects. It's that old vision of the career counselor 'trapping' a fellow into four more years—we don't need any of that around here."

With a 65 percent retention rate, it's easy to see why "traps" aren't needed. Anderson believes in his job too much to resort to trickery. "I love the responsibility that goes along with this job, and the recognition I get. If you help someone get what he thought was unobtainable—he's going to remember you."

Many years from now, people who served aboard *Mississippi* in the late '70s will remember a certain guy named Anderson—remember that he cared enough to get them what they wanted from the Navy.



Naval Militia

Forerunner of the Reserves

Mention the word "militia" to most people and they will probably conjure up images of musket-carrying men in tri-cornered hats rushing to a colonial village green. However, few people realize these citizen soldiers had sea-going counterparts—sailors of the naval militia.

By the time of the Declaration of Independence, 11 colonies had some form of state navy to resist the Royal Navy within their state's waters. These navies varied greatly in their size and strength.

The Continental Navy and privateers—those privately-owned ships with civilian crews who shared the plunder from captured British ships—were the mainstay during the Revolution. Although some state navies appear to have accomplished little, others made significant contributions to the defense of their states. Following the war they were disbanded. However, their success may have helped to establish the idea of state-based naval militias that emerged in the late 19th century.

Over the next hundred years, the idea of a strong national naval militia was raised several times—each time meeting defeat. Americans were afraid of a strong central government and a militia force was seen as big government. However, not having a pool of trained militiamen proved to be a disadvantage in time of war. In the War of 1812, for example, the government again

relied heavily on privateers to supplement the Regular Navy.

During the Civil War, the "Volunteer Navy of the United States" was created to fight the Confederacy. This allowed temporary appointment of officers and drafting seamen who had entered the land services. When the war ended, the "Volunteer Navy" was disbanded. The idea of maintaining a permanent reservoir of citizen sailors to tap during wartime had not taken hold.

In 1887, after studying the coastal defense and reserve systems of several foreign nations, the Navy proposed creating a national Naval Reserve for the United States. Congress did not approve the bill establishing the force; however, the Navy Department still prepared organizational plans for a Naval Reserve. These plans formed the basis of naval militia organizations created during the following years.

Had the Navy Department been able to organize a national Naval Reserve, it might have headed off the naval militia movement. As it was, various states took the initiative to form their own naval militias.

On May 17, 1888, the governor of Massachusetts established a naval battalion as part of the state militia. New York, Pennsylvania and Rhode Island followed suit in 1889 and soon other coastline states established militias. By 1894, 16 states had naval militias.

Rules for joining naval militias varied

from state to state. Some states insisted their militiamen come from the seafaring population of the state. Most, however, did not. New York, for example, required that each applicant be sponsored by two members. If favorably judged by an admissions committee, the candidate was approved for election to the company. If three votes were cast against an applicant, he was excluded. While the procedure may seem more like joining a lodge than a military unit, it apparently was quite common.

Naval militias were seen as forces for coastal and harbor defense, not as deep sea units that would function in auxiliaries or combatant ships. As a harbor and coastal defense force, a militia was likely to receive the blessing of the Navy along with some aid and instruction, but it relied mainly on the state for organization and its main support. Most of the early militia leaders were ex-Navy officers with Naval Academy backgrounds; the merchant marine influence seems to have been negligible.

During their early years, naval militias, even the most enthusiastic, struggled to keep afloat. New York had no regular place to hold drills and the state legislature failed to appropriate funds for the organization. Still, the militia persevered. Halls and armories were obtained for an evening and, in March 1890, the Navy Department took enough interest to offer the old

Naval Militia

Minnesota to the New York Naval Militia for drills and instruction.

The early experiences of the New York unit apparently were typical. Other states which initiated militias in the early 1890s had similar struggles and discouragements. Some were not as fortunate in leadership as the New York Battalion, but most survived and benefitted from what aid and training their states and the Navy saw fit to allot.

In the summer of 1891, the Navy Department invited various state naval militias to cruise with the White Squadron—the “Squadron of Evolution”—under the command of Rear Admiral John G. Walker. RADM Walker supported the militia and the invitation served as the precedent for militia cruises with the regular fleet. These cruises helped tie the state navies and their training closer to the active fleet.

Two schools of thought existed for training naval militias. One advocated a large curriculum with drills and exercises resembling those given to professional Navy men and officers. The other felt education should be of a narrower scope, focusing on the mastery of local defense knowledge before undertaking national defense obligations.

The Navy Department favored the more professional education. As a result it was less than enthusiastic and offered only limited aid when local defense was emphasized. By 1895, however, the local defense idea was almost in complete acceptance by militia leaders and the Navy Department was persuaded to cooperate and aid in training whenever possible.

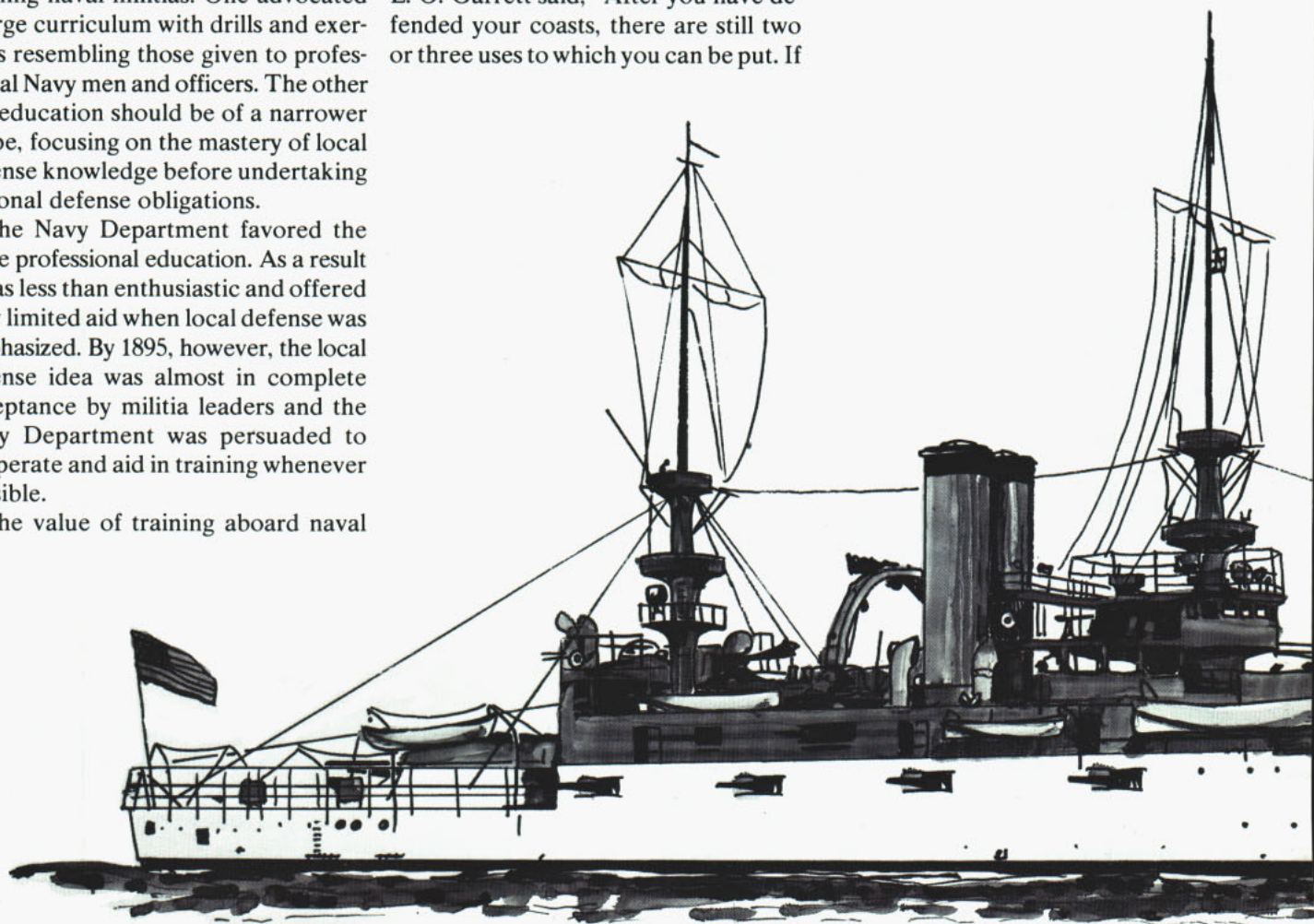
The value of training aboard naval

vessels was mutually agreed upon. In this respect, the Navy did make some efforts to support the state militias. In 1893, Congress transferred the mockup of the battleship *Illinois* at the Chicago World's Fair to the State of Illinois for use as a naval armory for its militia. That year the Navy lent the old *New Hampshire* to New York, although there was some question as to the legality of this loan. That doubt was eliminated in 1894 when Congress authorized the Navy to make temporary loans to any state of “vessels of the Navy not suitable or required for general service . . . to be used only by the regularly organized Naval Militia of the State for drill purposes.”

Although generally accepted that militias would be used for coastal and harbor defense, by 1895, there was a group who thought they should be prepared for deep sea duty. Commander L. O. Garrett said, “After you have defended your coasts, there are still two or three uses to which you can be put. If

we should ever attempt to engage in an aggressive campaign in foreign territory, then, where you have to take men who know how to live aboard ship, who know how to swing a hammock—who can compare for one minute with the organization of the naval militia? No one! Where are the troops to which you can turn, and expect the proper result with the same feeling that you can with naval militia?”

However, it appears the Navy Department was not convinced the militia should handle deep sea duties. The militia was given three different tasks: manning the flotillas for defense of interior waters; protecting harbors by using mines and improvised batteries; and, maintaining coastal signal stations and a system of scouting.



The militias steadily grew. By 1898, the militia force had more than 4,000 officers and men.

On March 23, 1898, one month before the Spanish-American War, the Navy assembled the militias into a "mosquito fleet" to safeguard coasts and harbors. The fleet of eight converted yachts, ten converted tugs and one side-wheel steamer, manned by militiamen protected the mine fields and maintained quarantine regulations. Later, when the Navy decided to recommission single turret monitors of Civil War vintage, the militias provided the manning. Ten of the ancient vessels cruised from port to port within their allotted districts and, although of doubtful value to defense, reassured citizens living along the coast.

In May, Congress authorized the U.S. Auxiliary Naval Force, making members of state naval militias available for use outside their respective states. In spite of all the plans to use militiamen only as a "second line of defense," a large number of men were put into service as sea-going reserves. Former naval militia men manned the *Yankee*, *Prairie*, *Dixie*, and *Yosemite*—four merchant ships purchased because of the war and renamed. Men were also sent to receiving ships on the Atlantic Coast and to Key West where they were distributed as needed to ships sailing Cuban waters.

The militia units furnished 4,216 of the 10,375 additional men taken into the Navy at the war's outbreak. Eight months later, when the Spanish-American War was over, 19 states had naval militias with a total strength of 492 officers and 6,300 enlisted men.

There was still some question about the usefulness of the naval militia. Captain H. L. Satterlee of the New York Naval Militia said, "It was not understood at that time what use was to be made of us. I think that every officer in the service had a kind of dread of us—nobody wanted militia crews. Every commanding officer at first felt badly when he got them, and on our part, no one knew what they were going to do or what they were going to be. This lack of definite information to the volunteers for the war was a great perplexity to them. They did not know at all what their place was to be in the general scheme."

In spite of the confusion and misunderstanding and the apparent lack of preparedness, the war ended in victory for the United States. The volunteers left the service and went back to their civilian pursuits and rejoined their naval militia units. They had gained valuable experience and had become seafaring men. This short war would have a significant effect on the naval militia movement. Never claiming to be more than a militia, they had assumed the role of a reserve and had functioned creditably as such.

The value and efficiency of the naval militia had been proven so completely during the war that the Navy Department recommended the creation of a national Naval Reserve force. From 1898 to 1913, almost perennial attempts to get legislation for a Naval Reserve met with failure. The supporters of a national reserve would have been willing to see the naval militia wither away.

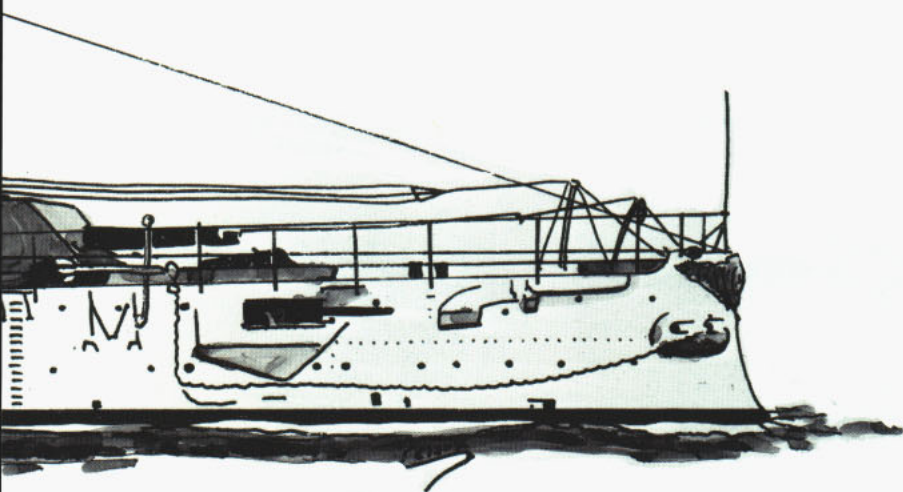
In the meantime, the militias continued their activities—much as they had before the war with Spain. By 1912, 23 states had militia organizations and enrollment was up to 7,320 men. After 1906, the peacetime naval militia had its best years. Morale was relatively high, the scope of training activities was enlarged, membership grew rather rapidly and cooperation with the Navy Department was more harmonious and effective than at any previous time.

The strength of the naval militia lay mostly in its organized existence. They had performed commendably during the Spanish-American War and were supported by state representatives in Washington. Another point in favor of state militias was their willingness to take raw recruits and train them for some sort of naval duty.

In the annual report of the operations of the naval militia for 1908 and 1909, Commander C. C. Marsh said "we see in the naval militia, properly developed along intelligent and systematic lines, that 'reserve' the Navy so much needs."

In 1914, Congress passed the Naval Militia Act which placed the militia largely under the supervision of the Navy Department. It coordinated these distinct state organizations into a federal arm, making it possible—in time of war—to bring them into federal service. This bill provided no compensation for training duty, and further stipulated that the militia should be called out, in war or emergency, before volunteers. It did not, however, grant unlimited use of these forces; the Constitution still prevented the naval militia from being called for anything but limited duty outside the territorial limits of the United States.

Late in 1914, plans were made to provide the naval militia with Regular Navy



Naval Militia

officers for instruction and inspection duties. In 1916, Rear Admiral Richard E. Byrd, then a lieutenant (junior grade), served in one of these instructor/inspector billets with the Rhode Island Naval Militia—just one of the officers called for this valuable training program.

Early in 1915, another bill to establish a national Naval Reserve force was introduced in Congress. On March 3, 1915, the United States Naval Reserve was established—an act that should have dealt a death blow to the state naval militias. However, this act limited the enrollment in the reserves only to those citizens honorably discharged from the Navy—no provision was made for enlisting raw recruits. As a result, the naval militia still provided the only avenue other than active duty for the landsman wanting to be a sailor.

Still other legislation flowed through Congress that would determine the destiny of these state navies. The National Defense Act of June 3, 1916, brought an immediate demand for federating the naval militia so that its membership could be called for federal service outside the continental limits of the United States.

Two months later legislation created a force, the National Naval Volunteers, who could be used in war or emergency wherever their services were needed, inside or outside the territorial limits of the United States. This force was to be enrolled from the men and officers of the naval militia who might volunteer. It also allowed for any naval militiamen to be enrolled in time of war or emergency whether or not they volunteered.

World War I pressed the militiamen into service again. By August 1918, practically all naval militiamen were on active duty. The militia had been mobilized as National Naval Volunteers on April 6, 1917, with almost the entire strength of 660 officers and 9,500 men volunteering. Men continued to volunteer through the naval militia and by September 1917, the number of militiamen on active duty was about 852 officers and 16,000 men. The volunteers were incorporated into all branches of the Navy and, as had been

the precedent with the Spanish-American War, served honorably.

At the end of the war, the Navy Department clearly saw the value of bringing the militiamen who had served as naval volunteers into the structure of the Naval Reserve force. As militia units, they were experienced by drilling and training in peacetime and would be valuable in perpetuating the Naval Reserve force after the war.

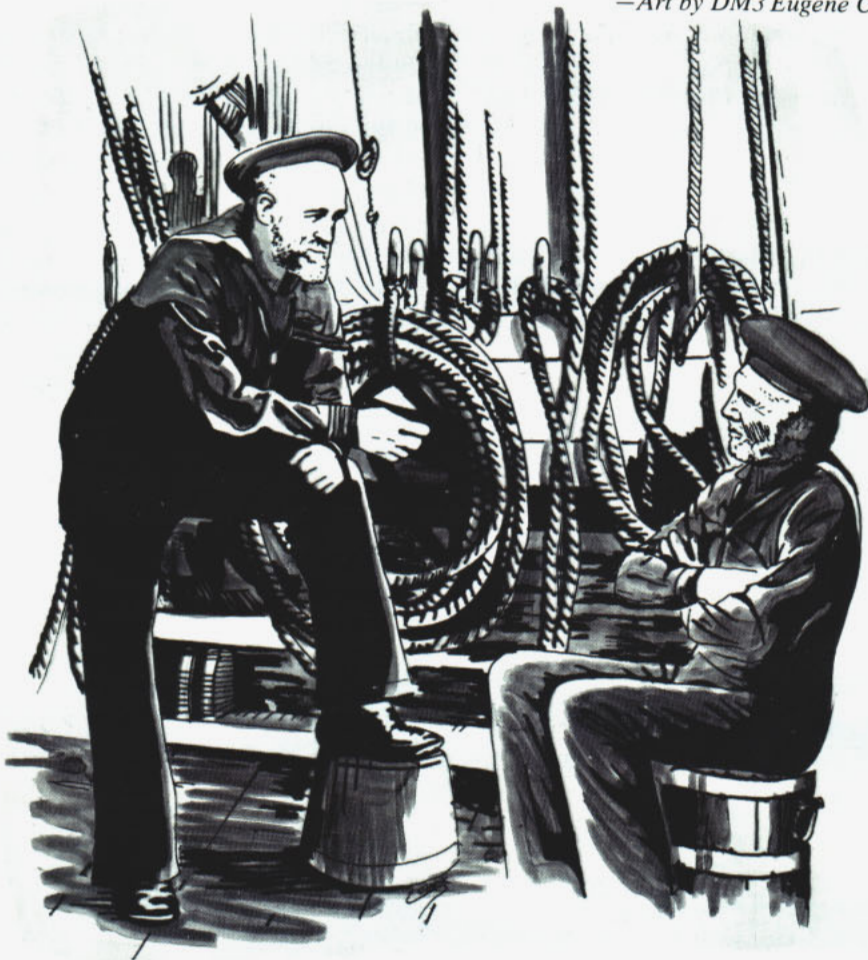
Legislation again was submitted to Congress. Although it may seem that a bill to abolish the militia would be fought by militiamen, it was not. Testimony before the Naval Affairs Committee when the bill was being considered indicated that great enthusiasm for the legislation came from the militiamen. The legislation consolidating the "Volunteers" with the Reserve force was enacted and became law July 1, 1918.

After passage of this legislation the naval militia ceased to be a significant

factor in naval defense of the United States. Most of the organizations disbanded completely but a few—New York, Illinois and California—maintain their existence as state forces. These organizations continue to receive federal aid and recognition, but only on the condition that naval militiamen be members of the Naval Reserve. Thus the curious dualism lingers in these states where the naval militia still maintains some vitality.

For all practical purposes, however, the naval militia was dead. The units had more than served their purpose and, as Captain John W. Miller, a pioneer in naval militia, said, when the story is written in full, it will show the "triumph of persevering intelligent citizens over almost insuperable difficulties; a triumph achieved by the naval militia through its persistent effort."

—Story by JO2 Bob Rucker
—Art by DM3 Eugene Clark



Midway Return

For Families... End of a Long Wait

It's difficult to compare an aircraft carrier to a cabin cruiser except in the recent case of USS *Midway* (CV 41).

The SS *Minnow* of "Gilligan's Island" fame started out on a short, routine voyage that unexpectedly turned into a greatly-extended absence because of a sudden storm. In *Midway's* case, the cause was world politics.

When the "bird farm" left its home port of Yokosuka, Japan, in September 1979, it was expected back before Christmas. But the crisis in Iran changed all that. The crew's great expectations of a Yuletide homecoming gradually disappeared, just like the wake that trailed *Midway*. The carrier journeyed through the South China Sea, past Australia and then to Diego Garcia in the Indian Ocean.

Along with two escort ships, USS *Parsons* (DDG 33) and USS *Knox* (FF 1052), *Midway* came to a place on the chart so far removed from the 7th Fleet's normal haunts that a new name had to be found for it.

Back in Yokosuka families waited. First, there was the "turn-around wait": if *Midway* turned around by a certain date, it could be back in Yokosuka by Christmas. But the

"magic number" came and went. The families weren't surprised when the carrier remained on station.

Neither was the crew. Being forward deployed in the operating area has a way of keeping people reminded of reality. And reality for those ships at

sea was an unscheduled demand that had to be met by the Navy. Christmas or anything else doesn't really matter any more because when you're forward deployed—you're it.

At home, families accepted the inevitable. Waiting shifted into the "one-day-at-a-time" mode. "Old hands," used to the frequent absence of their husbands as a way of life, hardly blinked when the wait grew longer and longer. They had done this many times before.

But while the carrier was gone, some "new hands" arrived at Yokosuka. Their waiting was different. They had never done it before.

Karen Haring joined the Navy community as a bride of one month when *Midway* left—not much time for getting used to the way of life in Yokosuka, or the way of Navy life in general. So the community joined her as she waited for husband, Carl, to return. Some Japanese neighbors "adopted" Karen, inviting her to evening meals and teaching her some Japanese. When Seaman Haring finally got back to celebrate a belated Christmas with his wife, her Japanese friends helped the reunion along, and



Midway Return

sang "White Christmas" while the happy couple hung tinsel on a tree.

There were other new arrivals of a different sort, like Timmy Burns.

Mary Burns waved goodbye to husband, Sonny, three days after she got to Japan. Timmy showed up later, with some help from Jane Smith—another *Midway* wife—who knocked on Mary's door one day and stayed to coach her through the natural childbirth of son Timmy.

Finally, the ships arrived. Early on a February morning, in a light rain with low visibility, escorts *Knox* and *Parsons* slipped through Tokyo Bay and pulled into Harbormaster Pier at Yokosuka, just in time for morning colors. Pierside seamen saluted *Parson's* flag as it was raised. Routine, right?

Not for the *Knox's* skipper, Commander Dennis Conley. If he had some trouble conning the frigate into its berth, then he had a good reason. Something on the pier demanded his utmost attention: a four-month-old son whom he had never seen.

"I bet he screams when I hold him" CDR Conley hollered toward the pier. But he was wrong. Kenny gurgled a bit when daddy held him in his arms for the first time.

Aboard *Parsons*, Signalman First Class Richard Denton quickly headed for home and family. "I think I've seen my daughter about eight months out of the total four years she's been alive," he said. But Denton accepts that as being part of Navy life. "I'm a career man and I have a job to do. If they want us somewhere, we just have to go." And he shrugged.

Later that same morning at Drydock 6, the second half of the day's homecoming commenced. Press helicopters flew overhead as *Midway* steamed slowly into port. The event was televised, but the families who had waited so long weren't about to catch the carrier's return on the tube at home. Holding hundreds of colorful balloons, they lined the edges of the drydock.

The docking officer, Lieutenant Commander Paul Steward, did his part to speed the process along. He shaved

15 minutes off his old record for getting *Midway* into drydock.

Even a fast docking looked terribly slow to the crowd that eagerly waited at pierside. Ten-year-old Eric Bann added some excitement by shooting his cap pistol at intervals. "I told Eric at Christmas that we were lucky," said his mother, Marlene. "At least we had each other—daddy had no one." As soon as Petty Officer Bann could get himself off the ship, he'd have someone to celebrate with once more.

Finally, the forward brow went over the side and secured to the pier. Japanese and American dignitaries filed aboard to issue an official welcome. Officers and crewmen streamed off less ceremoniously in the opposite direction, intent on greetings of a more personal kind. Petty Officer



Sonny Burns, standing with sharp creases in his uniform, stared wordlessly into the eyes of his new son as his wife hugged him.

Back in the States somewhere, people might have been watching late-night reruns of "Gilligan's Island." But television was the last thing on the minds of *Midway's* crew. They had plenty of other things to take care of, like opening Christmas presents, cele-

brating New Year's, exchanging valentines and getting to know some new family arrivals.

In the shipyard, *Midway* will get a new paint job and other repair work of various descriptions. Then forward deployment will be back in the schedule. And it won't matter what time of the year it is, or who's watching what on TV. Like one sailor said, "If they want us somewhere, we just have to go."

—Story and photos by
JOI Mel McNichols

CNO Commends Midway Group

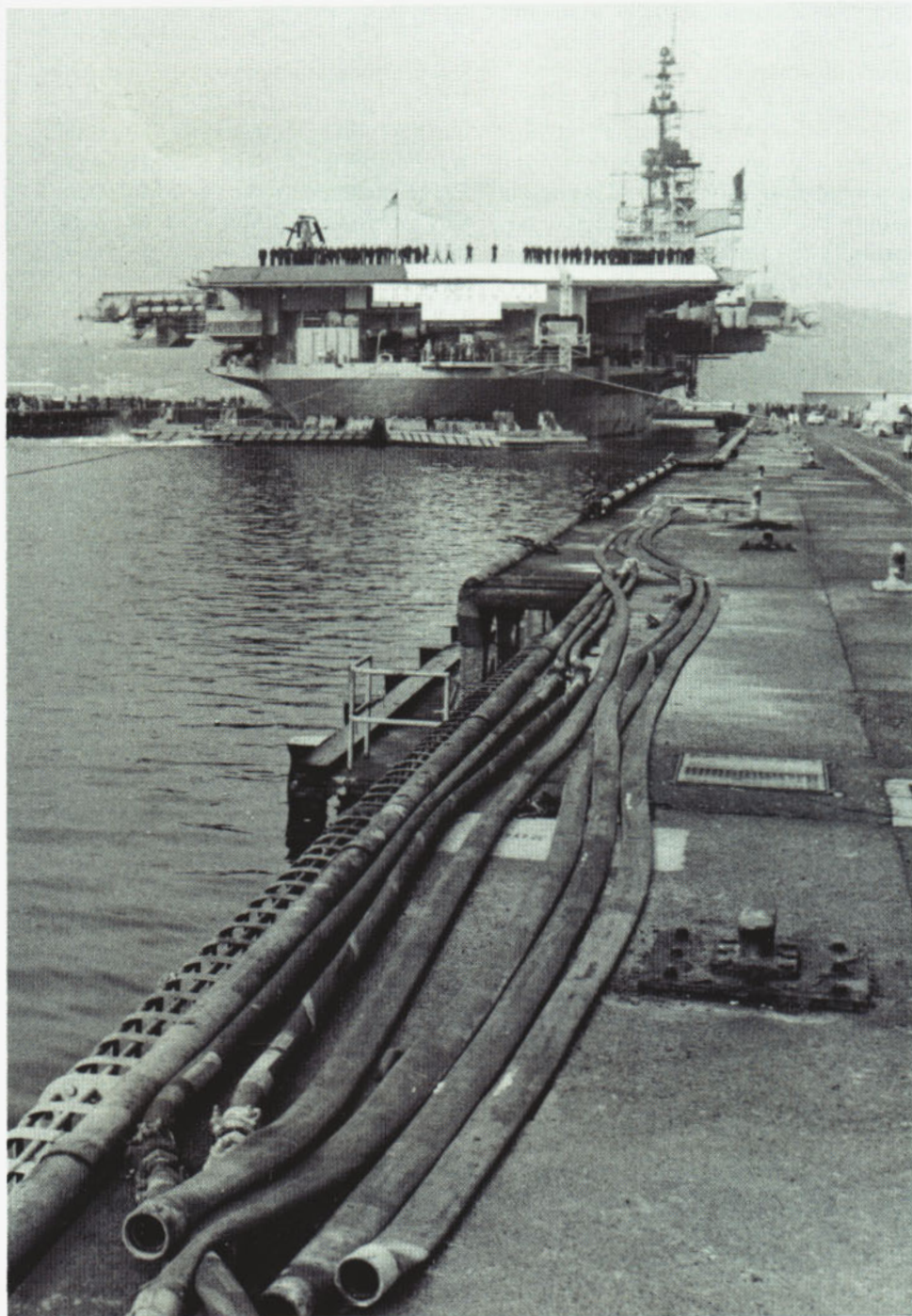
Admiral Thomas B. Hayward, Chief of Naval Operations, speaking of the return of the *Midway* Battle Group, said, "The welcome back home was an unprecedented acknowledgment of the contributions of the *Midway* group not only to U.S. policy, but also by the Japanese people who recognized our support of their interests."

The admiral stated that our Navy learned a number of things during the time we have been operating in the Indian Ocean, among them, our ability to move quickly to a remote area and operate with "maximum effectiveness" from the first day the ships arrive on station. He said that those operations—conducted for weeks at a time—conclusively proved the "can do" spirit of our sailors.

"The families," he added, "who have had to wait those extra weeks and months for their men to come home deserve special recognition, not only from the rest of us in the Navy, but also from our countrymen..."

"I have told many of you (the dependents) personally that I am committed to reducing, to the maximum extent possible, any extensions of deployments of operations which keep people away from their families. You can be certain I still am. Every such extension demanded by the world situation receives my personal attention and appraisal..."

"In watching the public reaction of understanding and appreciation for what our people are doing, I am confident that our nation will realize, in a tangible way, the needs of our people and their families, and will express their appreciation in ways that our people properly deserve."



Bearings

Six-pack for Retention

When crewmen of Tactical Electronic Squadron 133 talk about "six-packs," they're talking about retention.

The VAQ-133 "Wizards," on board the aircraft carrier USS *Forrestal* (CV 59), consider the Chief of Naval Operation's retention objective as a top priority item. What the crew affectionately terms its "six-pack tours" are dedicated to that effort.



normal deployments. Twenty-minute tour stops are made to primary flight control, damage control central, the navigation bridge, a main machinery space, combat information center, and air operations.

Crewmen are briefed about each space visited by a VAQ-133 junior officer. Sailors who actually man and operate the space provide more detailed information.

This chance for squadron members to see how and why a Navy aircraft carrier is today one of the world's most respected and sophisticated weapons systems has provided an invaluable opportunity to promote Navy professionalism and retention.

VAQ-133 personnel and *Forrestal* crewmen have displayed their eagerness and cooperation for this professional program. A steady flow of squadron personnel continues to sign up for the six-pack tours and *Forrestal* sailors eagerly demonstrate their skills. The



Initiated by the squadron's Lieutenant Chip Sharratt, a six-pack gives a small group of squadron personnel an in-depth look at six aircraft carrier operational centers not readily accessible to aviation enlisted personnel during

Above: LT Chip Sharratt gives his six-packers of VAQ-133 a top-to-bottom tour of USS Forrestal (CV 59), including stops at Primary Flight Control, high above the flight deck, and at #3 main engine spaces deep below decks.

program not only has enhanced the individual squadron member's professional knowledge, but also has provided all with a more comprehensive understanding of the team aspect of Navy Air.

— Photos by PH2 Paul Omara

Henderson Weekend

The officers and crew of the destroyer USS *Henderson* (DD 785) paid a two-day port visit recently to Stockton, Calif. *Henderson*, a ship of the Naval Reserve Force, steamed up the California Delta to give citizens of Stockton an insight into the Navy, its mission, and life aboard ship.



The demonstration began in Concord, Calif., about 45 miles west of Stockton, with a five-hour cruise up the channel for 55 Stockton residents. By midafternoon, *Henderson* was moored and the weekend's festivities had begun.

The ship's athletes competed against the top-ranked University of the Pacific women's volleyball team, and the Naval Communications Station, Stockton, Calif., All-Star flag football team. Golfers and bowlers participated in tournaments against station personnel and local residents.

During *Henderson's* visit, more than 4,500 visitors toured the ship. Fifty students from the Edison High School Naval Junior Reserve Officer Training Corps, and Sea Cadets from the San Joaquin Division were hosted during the cruise downstream to Concord.

One Final Tour



Senior Chief Builder Warren O. Haynes, at 59, is still doing what he likes most—being a Navy Seabee. And because he's looking toward the day he will retire, he reenlisted for what he calls "one final tour in the Navy."

The first time Haynes and the Navy got together was in 1943, when he answered a World War II call which he remembers now as something impossible to ignore: a draft notice.

Leaving Wiggington, Ala., a wife and a two-month-old son, he headed for Navy boot camp and a possible assignment overseas. But as it turned out, his assignment during those last years of World War II was with a seaplane training squadron in Pensacola, Fla., as an aviation machinist's mate.

Then came the end of the war.

Back home in Alabama, he began work in the building trades. Eleven years

With his wife, Kay, and Admiral Donald C. Davis, Commander-in-Chief Pacific Fleet, looking on, Senior Chief Builder Warren O. Haynes signs his reenlistment contract.

went by and then one day in 1957, he decided to use his construction experience to enlist in the Naval Reserve as a Seabee. In 1966, during the Vietnam War, his reserve mobile construction battalion was called to active duty.

This time, Haynes decided to stay and make the Navy a career. Having already raised three children (two sons, Jimmy and Michael, and a daughter, Marilyn), he and his wife, Kay, looked forward to the traveling that the Navy undoubtedly had in store for them.

"I had a fairly good job waiting on the outside," Haynes recalled, "but I felt the Navy could give me a better retirement. Besides, I found the lifestyle enjoyable, and so did Kay."

Meanwhile, their eldest son, Jimmy, had grown up, joined the Navy to be a photographer, and was making a career of it. He recalled that his folks moved so often that "every time I went home on leave during my first 15 years in the Navy, it was to a different continent."

Today, Senior Chief Photographer's Mate Jimmy D. Haynes, with 18 years in the Navy now, is—like his father—stationed in Hawaii and looking toward that 20-year mark. The Haynes' other son, Michael, joined the Navy, too, in 1970. He spent eight years as an electronics technician.

The senior Haynes said he was especially proud having both his wife and son Jimmy present at the recent ceremony. "It meant a great deal to me," he said.

About his wife, Kay, Haynes added, "She's been the staunchest supporter. With the kind of strength she's provided, it's very easy for me to say I don't regret one day of it—the Navy has been good to us."

—Story and photo by JOCS John D. Burlage

Mardi Gras Sub

The Mardi Gras festival this year meant celebrations, parades, and generally expecting the unexpected. However, parade watchers may not have expected a nuclear submarine to "cruise" down the street in New Orleans.

The crew of USS *Sunfish* (SSN 649) built a replica of their submarine as a parade float. The nuclear-powered fast attack submarine is currently undergoing overhaul in Pascagoula, Miss.

Commander R.N. Lee, commanding officer of *Sunfish*, manned the float's "bridge" dressed in the uniform of an old sailing ship captain. Other crew members and relatives of the crew rode on the float or walked beside it, dispensing traditional Mardi Gras souvenirs.

Built from aluminum conduit, chicken wire and papier-mache, the float was mounted on a pickup truck.

Individual Sports

Gaining a Lot for a Small Investment

Everywhere you look nowadays, physical fitness is catching on in a big way. Suddenly it seems everyone is out riding bikes, jogging here and there, even making up new things to do to stay fit and healthy. It might make you wonder what ever happened to the days when physical activity was something only energetic youngsters did on the playground. Keeping in shape then was easy; if you didn't play one of the team sports, you still got plenty of exercise carrying your books back and forth across campus in order to get to the next class. But now, people of all ages have gone all out with this physical fitness business.

But wait, that's not the whole story. There are still plenty of folks around who shrug their shoulders whenever the topic of exercise pops up. We still hear people say, "Oh, I'm too old for that sort of thing," or "I don't have the time." What they really mean is, "Who, me? Get all exhausted, tire myself out, ache all over? No thanks, I'd rather be doing something else that's fun."

Well, let's meet some folks who say you can exercise and have fun at the same time.

Swimming

If Navy underwater diver and parachutist Ensign David J. Thomas started neglecting his health, the consequences could be disastrous. That's why he devotes time to strenuous physical exercise, even if it means enduring some aches and pains from a vigorous workout. He says that for him to avoid exercise would be like asking for trouble. But that doesn't mean he likes it.

"Making your body do things that it doesn't want to do isn't much fun," he

said, "but it is necessary."

ENS Thomas (a former chief electrician's mate, recently commissioned under the Navy's Limited Duty Officer (LDO) program) said he doesn't like jogging, but he does it anyway because it's good exercise. He plays tennis, too, but swimming is what he does most often.

A member of the Navy's Explosive Ordnance Disposal (EOD) community, Thomas said jumping out of planes and swimming in hostile waters are an important part of EOD operations.

"They're modes of transportation to get to the scene," he explained. "Take scuba diving for example. When you're in the water—even a few feet deep—you're out of your environment. If you're in murky water, and can't see anything—no reference points to go by, like you have on the surface—then your mind may try to play tricks on you, telling you something's wrong, that you're not moving. You're swimming along, all right, but you can't tell it by your surroundings. If a diver is not physically and psychologically prepared for such situations, he could lose self-control, even panic. He might not survive."

Because ENS Thomas' current tour is not with a fleet EOD team, but rather with the staff at the U.S. Naval EOD School, Indian Head, Md., there are less on-the-job opportunities for him to swim and dive. To take up the slack, he sometimes swims during his lunch hour in the 24-foot-deep training pool at the school. And every Friday evening this past winter — snow, rain or sunshine—he and his wife Linda, and three-year-old son Michael, spent two hours in an indoor pool at a nearby community college.

For the Thomas family, as well as for thousands of other families, swimming is easily the choice form of phy-

sical exercise. Unlike some activities, swimming is not likely to cause sprained ankles or broken bones.

Swimming is especially good for the overweight because of the buoyancy of the water. It's a whole-body activity that strengthens muscles, improves circulation in the heart and lungs, tones the waist, thighs, and abdomen, and builds endurance. If done steadily and at sufficient speed, swimming will burn more calories than bicycling, running, handball, rope jumping or waterskiing.

"I like it mostly because it relaxes you, takes away all your tensions after working all day," said Linda Thomas.

A special programs teacher at the children's nursery on base, Mrs. Thomas says that after a week of keeping up with a bunch of energetic

preschoolers, splashing around in a pool of clear, cool water is "just sheer enjoyment."

As an individual sport, exercise, or as a family activity, swimming has it all. But, of course, if you've ever been swimming you already know that.

Archery

Beads of sweat form on his forehead as he concentrates on the target. Almost a football field length away, the bull's-eye seems a tiny spot. He is oblivious to everything but that black spot as he takes aim. Slowly, he draws the bowstring and arrow back. Then, with one fluid motion, he lets the arrow fly.

Thwack. Bull's-eye!

It may seem a paradox for a gunner's mate to be an archer, but GMT1 (DV) Michael P. Tierney takes this apparent inconsistency in stride. He has to if he ever wishes to reach his goal—to be a member of the American Olympic archery team.

Tierney, an instructor at the Navy School of Diving and Salvage has been an archer since 1969. "Archery, to me, is more than physical exercise—it's mainly a concentration and mental sport," said Tierney. "The physical part of archery is relatively easy to master. Learning to concentrate and ignore everything happening around you is more difficult. I enjoy the challenge of hitting a target that can be up to 90 meters away.

"Archery may not build a lot of muscles, but a lot of muscles are what



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an archer wants to avoid. Massive body development can actually be a detriment, hindering you from being fluid in your movements. However, archery does help develop your shoulders, back and forearms. And stretching exercises will help you limber up before shooting."

Organized archery has no age or sex barriers. There are competitive events for all age groups from cub archers under six-years-old to seniors division competition for older persons. There are indoor and outdoor matches with competition divided into categories according to

type of equipment and target distance.

Today's archery equipment is very different from the bows and arrows of old, or even those of 15 years ago. New synthetic materials are replacing the traditional woods used in bow construction. Arrows, too, are made of synthetics or lightweight metals. Complex stabilizing systems use weights to help steady the bow while the archer is preparing to shoot. Even bow design has changed considerably in the past decade.

Bows are of two basic designs—recurve or compound. Recurve bows

are the traditional "reverse C" shape that Robin Hood would recognize. Compound bows—the latest design—are the most popular for recreational shooting. Shaped like a "reverse C" compound bows have intricate pulley systems at both ends that make drawing the bowstring easier.

Getting started in archery doesn't require anything fancy.

"Most beginning archers start with a secondhand bow," said Tierney. "Quality used bows cost between \$40 and \$50. If you are just starting, a compound bow is probably the way to



go. It's easier to learn and doesn't require the muscular development a recurve bow requires. Arrows cost about \$35 a dozen for fiberglass or lower quality aluminum construction.

"A couple of safety items are needed, and their cost is minimal. A glove protects and cushions your fingertips when drawing the bowstring. A protector worn on the forearm will keep it from being bruised by the bowstring's return. Also, most women and some men wear a chest protector to protect the bow side of the upper body.

"That's all you really need to get

started. Sights, stabilizing systems and mechanical releases would only confuse a beginner."

After getting the necessary equipment, Tierney recommends getting some basic instruction from an experienced archer. The simplest way to do this is join a local archery club.

"The easiest way to find a club is to locate a sporting goods shop selling archery equipment. The Yellow Pages can help. Most shops will know what clubs are in the area. Clubs usually have programs where experienced members teach the novice archers. After learning and practicing the basics, you might want to try the club's competitive matches."

After more than a decade in the sport, you may find yourself in Mike Tierney's position, traveling every weekend to various matches and practicing your shooting three or five nights a week. Now, when Tierney draws the bowstrings, he isn't simply aiming at the bull's-eye, he's aiming for Olympic gold.

Racquetball

"Racquetball is a quick, fast-paced game anyone can play and enjoy,"

said Personnelman Third Class (SS) Robert Bryan of the Personnel Support Activity at the Naval Training Center, San Diego. Bryan, a five-and-a-half year veteran of the racquetball court, is an eloquent enthusiast of this, the youngest of the "wall-banger" sports.

Slightly more than a decade old in organized form, racquetball has become to one of the nation's most popular sports. People are hitting balls against the walls of courts on military installations throughout the world. Racquetball equipment is available through most Special Services offices and through the exchange system.

One reason for the sport's popularity may be America's increased interest in keeping fit. Many Navy people take up the sport for the same reason PN3 Bryan did—to lose weight—and find the sport an effective calorie burner. Playing racquetball consumes more than 700 calories an hour, right up there with such strenuous activities as swimming and running, and burns more calories than tennis.

Racquetball is played on an enclosed court by two, three, or four



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people. Games are played to 21 points and matches are two out of three games. Games and matches go quickly since little time is lost chasing stray balls.

"You can just goof around on the court, if you want," said Bryan. "But it can be a very intense sport, too. If you play it right, you'll sweat off a couple of pounds a game. I've lost about 15 pounds in the past six months."

The game's beauty lies in the fact that racquetball can be enjoyed completely at any level of competition because almost anyone can hit a rubber ball with a racquet against a wall. Additionally, it can be played all year, morning, noon, or night, over a lunch hour, or even before breakfast. "Anyone can play it," said Bryan. "Once you get down your eye/hand coordination for swinging the racquet, it gets simple."

Another reason for racquetball's popularity is that it requires only a small investment to get started, especially if you check out racquets and balls through Special Services.

Racquets cost as little as \$10 or \$15, although a good one fitted to your grip may cost between \$30 to \$40.

There are two different types of racquetballs. The most common, and inexpensive, comes already pressurized. The other allows you to adjust the pressure in the ball.

"I recommend the adjustable type for people learning the game, although it is more expensive," said Bryan. "You can inflate the ball less when you are just beginning and the ball will react slower. As you progress you can inflate it harder and harder. The more pressure it has, the more spring it has coming back off the racquet and the less time you have to react."

Besides a racquet, racquet balls, and a partner, Bryan recommends some other equipment before hitting the courts.

"The first thing you should get—whether you have glasses, contact lenses, or just good eyesight—is a set of eyeguards," said Bryan. "We see

more and more people coming off the courts with black eyes after getting hit in the face with the ball."

The thing most people overlook, as far as equipment goes, is a good pair of shoes. Bryan looks for traction in the shoe, support for the instep, and comfort. Experts also recommend wearing two pairs of sweat socks to

help reduce friction and save you from blisters.

"Regular gym clothes are all that's really needed to be properly dressed for playing racquetball," Bryan added. "Most people wear a T-shirt and shorts. If you really become a fanatic, you may want to get elbow and kneepads so you can easily dive or



slide across the floor to return a shot. A handball glove is also a nice accessory. If you have tennis elbow, wear a flex pad. Otherwise, racquetball will aggravate your condition."

As with most strenuous activities, you should warm up before playing a hard match. Several minutes of stretching exercises or volleying with your partner will help guard against injury.

Then, with some instruction and a little practice, you'll find yourself well on your way to accomplishing your goal. Like PN3 Bryan, you'll be getting fit and having fun.

Running

Running is an appealing sport for several reasons: it's simple, convenient, requires no special skills and little equipment. It's a sport that's safe (with proper pacing), and the exertion from running benefits some of the most important items on the body's inventory—heart, lungs and circulatory system. Running can help you lose weight and build endurance, while offering either solitude or companionship.

A person doesn't have to be in the prime of life to enjoy running—old and young are equally eligible. But if you're over 30, and haven't been exercising regularly, you should get a physical checkup before making tracks as a runner.

Engineman Second Class (SS) Michael Davie, currently attending diving school at Coronado Island, San Diego, has been making such tracks since his freshman year in high school. A devotee who competes regularly, in races on and off base, Davie placed third in last year's National Regional Championships held at Naval Air Station Willow Grove, Pa.

"Running is about the simplest recreation you can get involved with that still provides a lot of physical exercise," he says. "And you don't have to be a millionaire to equip yourself properly."

Besides your own body, the one indispensable item for running is a good

pair of shoes. Other clothing is a matter of good sense and personal taste. EN2 Davie offers some pointers based on his own experience: "Your running shorts shouldn't be made out of anything heavy. In wintertime, wearing a turtleneck sweater is a good idea—along with a sweatsuit. Gloves are good too, but make sure they're not leather. Leather gloves don't allow for proper ventilation through the hands. The best kind to use are the ones made out of cloth—worker's gloves."

The better types of sweatsuits, according to Davie, are made of nylon. They retain body heat more effectively and act as a good windbreak.

"Stocking caps will cut down on heat loss, and you can't forget about socks," he adds. "It's up to each person as to whether or not they should be worn. The important consideration is to feel comfortable when running. Some people are more comfortable without socks. As for myself, I wear them because my legs are on the thin side; socks reduce friction and help cushion my legs against shock."

Running is beneficial only if a person sticks with it. A good way to establish a permanent habit is to develop an exercise schedule that suits your own physical makeup. You can find books about running in just about any local library, many of which go into detail about schedules, based on medical criteria.

Once a proper schedule is established, a comfortable pace should be developed that won't result in over-exertion. After months of running, a runner will develop a certain "feel" for pacing. But until that point is reached, Davie suggests a beginner should "start out slow and gradually build up speed and endurance."

"A lot depends on age," he continues. "Younger persons usually adapt to exercise more readily. But the entire body doesn't adjust at the same rate. Usually, the upper body is ready to go after a couple of weeks. But from the waist down, those legs need more time to get used to that steady pound, pound, pound on the road."

"Make sure the whole body is ready before setting a more rapid pace. If the system isn't accustomed to pumping blood at a faster rate, it can be a problem. It's very important not to rush yourself; the body must have enough time to adapt. Some days, a person's going to feel more tired than others—save your energy for when you feel better."

Running makes few demands because the pace is always set by the runner. With qualified guidance available, a person no longer has to depend on intuition alone.

Let's return to the key material demand of this sport: shoes. A recent article in a popular running magazine says the "average serious runner needs at least two pairs of training shoes and one or two pairs of racing shoes." But many of us may not consider four pairs of shoes necessary for our own brand of serious running. Davie, who's serious enough to run as far as 22 miles a day, adds his own thoughts.

"If a person's just starting out, sporting goods stores can be consulted for information on the best kind of shoe; it varies according to an individual's build and size, and the type of running to be done."

"There are those who buy two pairs of shoes—one heavy for training and one light for racing. But I don't see any real advantage to that unless you're competing in races on a cinder track. Then, a person might want to get a pair of spiked shoes for added traction."

Type and number of shoes depend on what you want to get out of running: exercise, competition, pleasure, or whatever your desire happens to be. And desire—as far as Davie is concerned—is the runner's cornerstone. People run for different reasons, but if desire is lacking, they usually end up not running at all.

"Some people get bored by running," Davie says. "They can fight this a couple of ways: changing the course they're using, or joining running clubs for group support and companionship."

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But in the long run, "How bored a person gets depends on his or her dedication. I've never gotten bored because I know I'm getting a lot out of it." If one is dedicated, it's doubtful the passage of time will matter.

The minutes or hours spent running are—once again—up to the runner. But time used in running may well be returned a hundredfold by an active, healthier and longer life.

Aerobic Dancing

Working mothers and housewives are often on the go seven days a week, holding down full-time jobs and spending evenings and weekends washing, cooking and helping the children with their schoolwork. Many of them have little time or energy left for a regular physical-conditioning activity. But now, because of the convenience of a stimulating indoor exercise called aerobic dancing (exercising to music) these busy women are discovering how to keep slim and vibrant, without spending a whole lot of time at it.

Exercising to music for an hour, just two or three times a week, tones and firms the body, increases physical endurance, and eliminates those unneeded pounds. Like other aerobic exercises—walking, running, swimming, and cycling—exercising to music is an excellent activity for improving circulation in the heart, and increasing lung capacity.

Even for single working women like Personnelman Second Class Rose Pipkin, who usually finds plenty of time and energy for sports and other healthy activities, aerobic dancing offers something special.

"Even if I don't feel like doing anything else, I always feel like dancing," she said.

PN2 Rose Pipkin is probably one of the most energetic athletes you'll ever meet. Just her enthusiasm alone when talking about physical fitness and athletics is enough to excite most people.

"I've been active in sports all my life, and have done some terrific things," she said, "like body surfing in Hawaii and snow skiing in the Austrian Alps. I play basketball, and swim, and roller skate . . . but aerobic dancing does just as much for you—and it's just as much fun. And you don't even have to be a good dancer."

Aerobic dancing is a flexible and inexpensive activity that can be done alone or with a group, at home, at a friend's house, at night or during the daytime. Hundreds of men, too, have taken up this new form of exercise because they're not hampered by bad weather or other occurrences like the

ones that frequently interrupt other athletic schedules.

A record or tape player and a good selection of musical rhythms to provide a progressive dance routine, and some loose-fitting clothes, are all you need to get started.

"It's very important to be comfortable," said Pipkin. "You can wear a sweatsuit, or shorts and a T-shirt. I wear leotards and ballet slippers."

Aerobic dancers usually start with a five-minute warm up. "Easy stretches, sit-ups, toe touches—the idea is to loosen the body," said Pipkin, "then gradually build tempo with your dance routines from slow ballet move-



ments to something fast, like a charleston or disco. But don't overdo it."

For people who don't like to exercise alone, Pipkin suggests that they join or organize a group session. She attends an evening class that meets twice a week in the gymnasium at the Naval Ordnance Station, Indian Head, Md. The dancing sessions were set up by two Navy wives who live on the base, and most of the members are their friends and neighbors, though some who attend live as far as 20 miles away.

"And believe me," said Pipkin, "when all those women get together to exercise, it's twice the fun."

The class she attends is for women — no men attend. This doesn't mean that the women are against having men members. Men could start their own class, however.

And they probably will, too, when the word gets out about how much fun the women are having.

Tennis

For a good many of his 24 years, Lieutenant (junior grade) Mark T. Jee of the Pearl Harbor-based USS *Sample* (FF 1048) has qualified as a tennis enthusiast. It's little wonder the San Francisco-born Jee so thoroughly enjoys the game. Introduced to the sport as an eight-year-old by his father, his playing skill has progressed to that of a top performer.

"Today I see tennis as a way to maintain good health and expand my circle of friends," he said. "The game — for me — has both physical and social benefits."

Today, Mark Jee is a tournament-winning player whose slight physique (145 pounds on a 5-foot-9-inch frame) helps him cover a clay or asphalt court with excellent speed.

After being appointed to the Naval Academy, he joined the academy's tennis team, becoming one of its top players as well as team captain. After his graduation three years ago, Jee reported for duty as navigator aboard *Sample*, which put something of a

crimp into his playing opportunities. "Just can't convince the captain to set up a court aboard the ship," he said. Jee has competed in one major tournament since he left the academy. He was runner-up in all-Navy competition at Little Creek, Va., in 1978.

In the physical fitness department, tennis does wonders for the thighs, calves, shoulders and arms. If you're worried about one-sided muscle strength, don't be. By developing a dual backhand, the other arm can get plenty of exercise, too. Tennis also develops reflexes and eye/hand coordination.

By definition, doubles is a less rigorous workout for the individual, but a fast game of singles can burn seven to eight calories per minute. When your game is through, it's a good idea to do some cool-down exercises to avoid muscle cramps; they tend to dampen one's enthusiasm.

Several types of rackets are available: wood, metal, aluminum, fiberglass and even graphite. Beginners would do well to stick with a wood racket, since it offers more ball control. It has been proven that the ball stays on the webbing of a wood racket longer than on a metal one. And that small extra helps the novice achieve better control.

Most decent wood rackets will be anywhere in the \$40-\$70 range while good metal products will cost \$35-\$100. Composite-type rackets (made of combined materials like fiberglass and graphite) can carry a price tag up to \$250.

Less expensive rackets are usually prestrung with varying string quality. Unstrung rackets may cost more, but they afford an individual a choice as to what type of strings to use. The two major categories are "catgut" and nylon.

"Catgut" is a misnomer; these strings have probably never been made from anything to do with a cat. These rackets are produced from lamb or beef gut, and usually cost between \$20 and \$30.

The main advantages of nylon strings are durability and price. They

cost about \$8-\$16 and deteriorate less rapidly than gut strings. But while nylon lasts longer, many experienced players prefer to use gut strings. They claim it imparts a better "feel" of the ball to them; one acquires it with experience in the game.

Rackets aside, shoes are an equally important (if not more important) item for the tennis player. An immediate consideration is: *Track shoes* are NOT recommended for use on the tennis court. They belong on the track which is why they're not called *court* shoes. A lot of beginners have canceled out on many a set from twisted ankles received while volleying in a pair of track shoes.

The reason behind this is that track shoes tend to limit the foot's side-to-side movement, which is only natural since they're built for front-to-back movement.

Tennis shoes are designed to accommodate side movement of feet as they travel back and forth across court, as well as other movement common to the game's demands. Price range for a good pair of tennis shoes is about \$19-\$38. Generally, the cheaper shoes have canvas tops, while the more expensive ones use leather. Sole construction is basically the same for all types, regardless of price.

Shoes and rackets are the two key elements of tennis equipment. Of course there are decisions to be made about tennis balls and accessories like sweatbands, ball carriers and practice devices. Field your questions toward someone who works in a reputable tennis equipment store; usually, employees are well-versed on the subject of equipment and tennis in general.

But for starters, don't *dare* step onto that tennis court in those track shoes!

Rollerskating

With the economy turning tight and oil shortages blossoming, roller skating has hit an upward swing across the United States. In parks, streets, and rinks across America, the young and old are strapping on skates.

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Add the disco beat to the roller skating trend and skaters are creating their own versions of figure skating—roller disco.

As one of the newest crazes in outdoor recreation, roller skating offers fitness fanatics an exercise as healthful as jogging but less boring. A skater uses more muscles than a jogger and gets the same cardiovascular benefits.

"It's a great outdoor exercise," said Aviation Structural Mechanic Second Class Victor Orlanes, a maintenance man with Naval Reserve Helicopter Combat Squadron Nine, Naval Air Station, North Island, Calif.

"I took up roller skating for the exercise. Here in San Diego, a person can enjoy skating all year and there's no age limit," he added. "The other day, I saw a man and woman in their 60s holding hands and skating just like a couple of kids."

Skating's comeback is largely due

to the development of polyurethane wheels, first used on skateboards, that allowed the sport to move outdoors. Two different wheels are used in roller skating now. A soft blend of polyurethane absorbs the impact of street skating while a harder blend is used indoors at rinks for disco and dance skating.

A newcomer to the sport can find equipment easily available at skate rental concessions in most parks and rinks instead of investing right off in a pair of roller skates. The rental fees on a pair of skates run between \$1.50 and \$2 an hour. Regular boot skates cost from \$75 to \$400 and customized ones can run as high as \$1,000.

"I used to rent my skates at first," said Orlanes. "But last summer I bought a pair of skates for \$85. That may sound like a lot of money but I average 16 hours of skating per week."

Roller skate manufacturers offer a

variety of new rigs including clog-like skates with pop-out wheels for street wear, jogging skates with running shoes attached, ski skates that clamp on ski boots and motorized skates that do 30 mph and average more than 200 miles per gallon.

After acquiring a pair of skates, a person needs only a pair of shorts and a T-shirt for the warmer weather or warmer clothing for the colder climates. Other equipment a beginner may want to invest in are elbow and kneepads—everyone falls at one time or another.

Many Americans find roller skating not only a recreational outlet but also an economical mode of transportation for commuting to work and for running errands.

"Roller skating is a good way to get around, it's economical, and it doesn't pollute the environment," said Orlanes.

On weekends, thousands of skaters take to the asphalt as hot doggers slalom through courses of soda cans; families skate together toting a picnic basket or pushing a stroller. And disco dancers boogie in precision routines—it's life on wheels.

Bicycling

Instead of pumping iron, many folks today are pumping bicycle pedals to a healthier body.

Biking has rebounded as an American pastime since the oil embargo and gasoline shortages became a trademark of the '70s. But Americans returning to the amusement of the 'Gay '90s' are finding a form of aerobic exercise that works mainly on the lower body while being one of the best activities for the heart. Regular biking is one of the best defensive weapons against cardiovascular problems. In addition, biking can reduce high blood pressure, keep the liver from developing fatty deposits and help prevent bone deterioration.

"You can feel your body moving and you are in touch with what you're doing. It gets you in touch with your



head," said Photographer's Mate First Class John Henry Wright, a Navy cyclist. "Bicycle riding is a way to get in touch with yourself and the things around you."

The 25-year-old Navy photojournalist began cycling at age seven and hasn't stopped pumping. During the last three years alone, he's pedaled at least 5,000 miles.

Assigned to the Commander in Chief Pacific Public Affairs Office, Wright has abandoned the automobile. He buses to work on Hawaii's mass transit system and spends his weekends bicycling around the island of

Oahu. He became a serious cyclist when he upgraded his two-wheel transportation by selling his three-speed in favor of a 10-speed bicycle.

"My car started falling apart," said Wright. "And I got tired of paying insurance premiums, buying gas, and paying repair bills. Besides, when you're in a car going 55 mph, you see very little of what's around you—trees, animals, people—life in general," he declared.

His experience with car problems caused the Navy man to make a commitment—if he can't get there on a bicycle or bus, he doesn't go.

"It's been hard, it's been real hard, but I'm getting used to it and I don't anticipate buying a car for a long time," he said. "The economics of bicycling are hard to beat."

For the cycling novice, the largest expense is a bicycle—that can cost about \$180. But according to the Bicycle Manufacturers Association of America, a person can spend a lot less than \$150 for a good 10-speed by buying from a department store rather than a bicycle shop.

Two other pieces of required equipment are a safety helmet and a safety bike flag. Most cyclists buy a bicycle helmet after their first fall but the smart ones purchase it with the bike. The safety flag is the second piece of equipment a cyclist needs. The small triangular flag made of fluorescent material attaches to the rear of the bike on a fiberglass pole, making the cyclist easily spotted in traffic. Cyclists also must remember that they are required to obey traffic regulations.

Added cost can result from buying specially designed cycling clothing and accessories. Normally though, most cyclists can get by with a T-shirt, a comfortable pair of shorts that allow easy movement, and a pair of sneakers. All clothing should be brightly colored for good visibility.

Since joining the Navy in 1974, Wright has found the bicycle his main mode of transportation throughout his tours at the Naval Photography School, Pensacola, Fla.; Naval Air Station, Atsugi, Japan; attending the Navy's photojournalism course at Syracuse University, N.Y.; and in Hawaii.

Distance, however, is not a big factor for Wright who's planning a two-week biking tour on Hawaii's Big Island and even has a dream of making a coast-to-coast ride one day.



Contributing to this story on individual sports were JOCS John D. Burlage, JO2 Wayne E. Dalton, JOSN Jenell D. Miller, JO1 James R. Giusti, JO2 P.M. Callaghan, JO2 Bob Rucker, and JO2 Steve Bellow. Art by LTJG James Mulvey.

MEPCOM

Where it All Begins



Each year, about a million people set out to join the military, many of them America's youth just out of high school. Not all, however, qualify for enlistment. In fact, about one-half of all military service applicants are turned away for one reason or another. A small number of applicants get in by mistake, only to be subsequently discharged because they can't endure the rigors of basic training. But last year (FY 79), almost 340,000 men and women did qualify. They passed all the entrance tests, went on to complete basic training and are now serving as part of America's two million active duty service members around the world.

The whole business of processing these applicants for enlistment belongs to a jointly-staffed command called MEPCOM (Military Enlistment Processing Command), with headquarters at Ft. Sheridan, Ill.

On a day-to-day basis, MEPCOM's role as processing agent for all applicants looking to enter military service is carried out at the local level by the Armed Forces Examining and Entrance Stations (AFEES). In the continental United States, there are currently 65 AFEES, one in San Juan, P.R., another in Honolulu, Hawaii, and substations in Alaska and Guam. All AFEES com-

manding officers report to MEPCOM via one of three sector headquarters: Eastern (Ft. Meade, Md.), Western (Oakland, Calif.), and Central (Ft. Sheridan, Ill.).

Before the military draft was put in a standby status in 1973, the majority of the people processed at the AFEES were Army applicants, and the AFEES themselves were under the jurisdiction of the Commanding General of the U.S. Army Recruiting Command (USAREC). MEPCOM did not then exist.

With the end of the draft, Army applicants continued to be the biggest customers at the AFEES (nearly half of all service applicants go Army), but special problems evolved with processing an all-volunteer force. For one thing, there was a turnaround in the traditional way AFEES personnel had to screen applicants—a change that prompted the military to take a closer look at quality control.

"Until 1973, if people were going to cheat, they were going to cheat to stay out," explained Rear Admiral Thomas F. Brown, III., the current commander of MEPCOM. "After 1973, if people were going to cheat, it was to get in."

In 1975, a special task force studied this problem and then concluded—part-

ly because of a new emphasis being placed on enlistment quotas by the service recruiting commands—that it was not smart to have the same people who recruit applicants also process them.

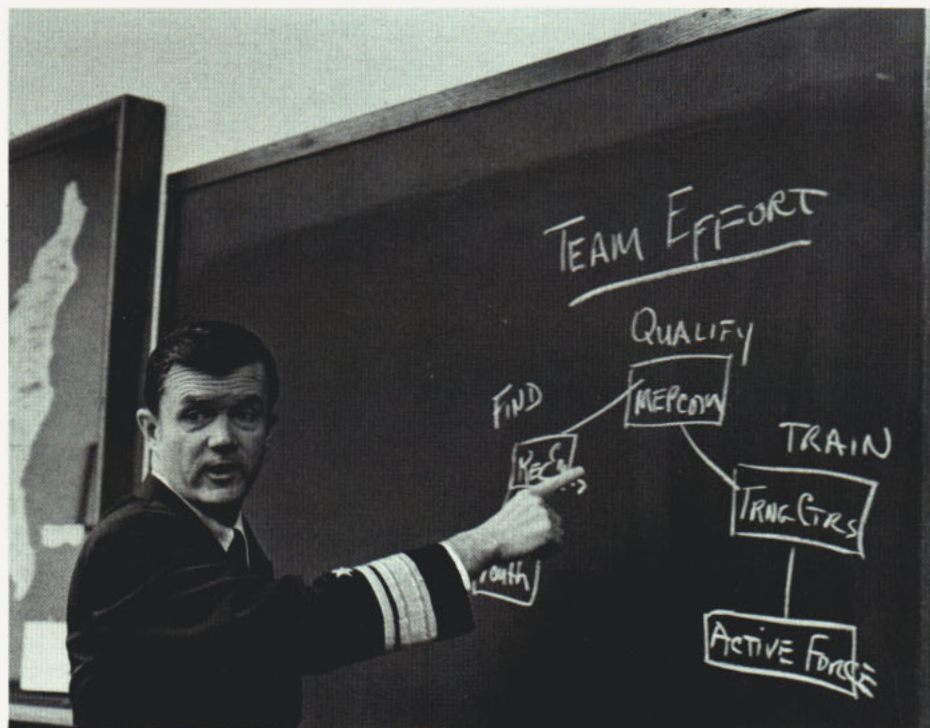
"The creation of MEPCOM was designed to provide a greater measure of quality assurance in all areas of enlistment processing," said RADM Brown.

After its creation in 1976, MEPCOM and the AFEES it now supports became a separate and distinct organization. Because the new command was formed out of mission responsibilities originally developed for USAREC, the commander of USAREC was also charged with commanding MEPCOM. Then, in October 1979, MEPCOM broke all ties with USAREC and became organizationally independent, with its own commander, its own charter, and its own identity.

In carrying out its mission of processing applicants through the AFEES, MEPCOM follows quality standards that the military services established themselves. MEPCOM establishes no enlistment requirements. Neither is it bound by any service quotas. Rules governing entrance requirements, like physical, mental and moral standards—some set down as long ago as 1945—cannot be changed by MEPCOM.

By and large, the minimum quality standards for enlistment vary little among the services. When standards are identical, or where differences exist, MEPCOM's mandate is the same: follow all guidelines. Yet, even with established standards and guidelines, the decision to accept or reject an applicant for military service is not always simple.

Perhaps in no other area of enlistment processing are MEPCOM's objectivity and decision-making responsibilities put to the test more than in the area of the pre-enlistment physical. The thorough, one and one-half hour long physical exam given at the AFEES has one main purpose: to screen out any person who



Left: RADM Brown, MEPCOM's commander. Opposite: After applicants take oath of enlistment, they head for basic training.

would likely fail to meet the tough physical standards of boot camp.

"That's the common denominator," said Army Colonel (Dr.) Einar Himma, head of MEPCOM's medical directorate. "Unless you're able to pass basic training, you're not qualified."

The problem of trying to identify who will be able to endure the stringent demands of basic training is complicated when applicants sometimes withhold information about their medical history.

On the average, of all applicants who take the AFEES physical, 10 percent fail. Of the 90 percent who pass and go on to basic training, about two percent are soon separated because of medical problems that existed before entry into the service but which were not identified at the AFEES. The number of E.P.T.S. (existed-prior-to-service) cases was nearly double before MEPCOM's creation. One likely reason for the drop in the

number of these cases, according to COL Himma, is because MEPCOM's medical directorate improved procedures for analyzing E.P.T.S. cases. "We send our findings to the medical staffs at the AFEES to be corrected," said Himma.

"For them, it is a learning experience, not punishment," he said. "This is where our quality assurance comes in. The physical examination given at the AFEES is now a successful screening tool 98 percent of the time."

In the two percent of cases where an applicant has a physical disqualifier that was not uncovered during the pre-enlistment physical, the fault lies mostly with the applicant, according to Himma.

It was found that about half of the E.P.T.S. cases resulted because the applicant wanted to get into the service and did not tell the truth. "The person might have asthma, or a seizure dis-

order," said Himma. "Sometimes we can't find it."

Sixteen percent of E.P.T.S. cases occurred because the applicant had a condition, such as an abnormality of the spine, which he or she did not know about.

"Unless we expose every applicant to spine x-rays, it's next to impossible to detect such a condition, but the stress of basic training can bring it out," Himma said.

Other times, E.P.T.S. cases involve conditions that were detected during the AFEES physical, but because these conditions—flat feet, for example—were in a "gray area," the chief medical officer (CMO) at the AFEES could, and did, approve the applicant for service.

"Only in four percent of E.P.T.S. cases was the doctor at fault," Himma said. "We consider that record very good."

AFEES LOCATIONS

Eastern Sector (Headquarters: Ft. George G. Meade, Md.)

Albany, N.Y.
Atlanta, Ga.
Linthicum Heights (Baltimore), Md.
Beckley, W. Va.
Boston, Mass.
Buffalo, N.Y.
Charlotte, N.C.
Fort Hamilton, Brooklyn, N.Y.
Fort Jackson, S.C.
New Cumberland (Harrisburg), Pa.
Jacksonville, Fla.
Manchester, N.H.
Miami, Fla.
Newark, N.J.
New Haven, Conn.
Philadelphia, Pa.
Pittsburgh, Pa.
Portland, Maine
Raleigh, N.C.
Richmond, Va.
San Juan, P.R.
Springfield, Mass.
Syracuse, N.Y.
Wilkes-Barre, Pa.

Western Sector (Headquarters: Oakland Army Base, Calif.)

Albuquerque, N.M.
Amarillo, Texas
Boise, Idaho
Butte, Mont.
Dallas, Texas
Denver, Colo.
El Paso, Texas
Fresno, Calif.
Honolulu, Hawaii
Houston, Texas
Los Angeles, Calif.
Oakland, Calif.
Oklahoma City, Okla.
Phoenix, Ariz.
Portland, Ore.
Salt Lake City, Utah
San Antonio, Texas
San Diego, Calif.
Seattle, Wash.
Spokane, Wash.
Anchorage, Alaska (substation)
Guam (substation)

Central Sector (Headquarters: Ft. Sheridan, Ill.)

Chicago, Ill.
Cincinnati, Ohio
Cleveland, Ohio
Columbus, Ohio
Des Moines, Iowa
Detroit, Mich.
Fargo, N.D.
Indianapolis, Ind.
Jackson, Miss.
Kansas City, Mo.
Knoxville, Tenn.
Little Rock, Ark.
Louisville, Ky.
Memphis, Tenn.
Milwaukee, Wis.
Minneapolis, Minn.
Gunter Air Force Station (Montgomery), Ala.
Nashville, Tenn.
New Orleans, La.
Omaha, Neb.
Shreveport, La.
Sioux Falls, S.D.
St. Louis, Mo.

"We try to be cautious," he said, "but we don't want to disqualify anyone who should be qualified."

COL Himma said that most complaints he hears regarding the physical exam are based on physicians being too careful, too thorough and too rigid in the application of medical standards.

But before a candidate for military

service can take the physical examination, he or she must first pass a written examination. The three-hour long ASVAB (Armed Services Vocational Aptitude Battery) may be taken at an AFEES station or at any of 750 mobile examination team (MET) test sites around the country. In addition, the "institutional version" of the ASVAB is given at about

five of seven high schools in the United States to students in their junior and senior years. High school guidance counselors have found the ASVAB test results helpful when comparing their students' strengths and weaknesses with students nationwide.

The institutional ASVAB is promoted and marketed by the recruiting services but administered by MEPCOM at no cost to the high schools or the students. Students' answer cards (as many as 900,000 a year) are forwarded to MEPCOM headquarters to be graded. Test results (usually returned within 14 to 30 days) have proven valuable to local recruiters, as well as to school officials and students.

If a student takes and passes the ASVAB in high school, his or her scores are valid for two years. After graduation, the student need not take the written test again to qualify for entry into the military.

Tests taken at the AFEES (called "production" ASVAB) are graded on the spot because candidates taking the written test at an AFEES (except those going into the delayed entry program (DEP)) are looking to join as soon as possible.

Part of the ASVAB—the AFQT (Armed Forces Qualification Test)—is the segment which determines eligibility for military service (the minimum AFQT qualification score varies among each branch of the service).

Scores from the other portions of the ASVAB provide recruiting counselors—who usually occupy a separate part of the AFEES building—with general indicators of an applicant's potential. These scores help determine the service schools and job classifications for which a candidate may qualify.

After the applicant passes both the written and physical examinations, he or she will meet with the recruiting counselor to discuss available enlistment options. Then, when the counselor has finished preparing the enlistment contract—fitting the applicant with a skill



Senior Master Sergeant Donald Bonen, USAF, of MEPCOM's test scoring division—where some 900,000 high school tests are processed each year.

for which he or she has been qualified and selected, and for which the service has a requirement—the would-be soldier, sailor, airman, or Marine is returned to MEPCOM for further processing.

"When the applicant comes back to us from his or her service counselor, we conduct a pre-enlistment interview," said Army Lt. Col. James E. Culbertson, MEPCOM's director of personnel administration. "We go over the contract with the applicant to ensure that

there is a complete understanding of all the words and phrases used and all the points covered. The pre-enlistment interview has been improved at the AFEES since MEPCOM came into being," said Culbertson. "It's just another step in our aim for quality control.

"And then, before applicants take the oath of enlistment and leave for the airport, on their way to basic training, we brief them as much as we possibly can on what to expect. We give them a word picture of what the next few hours

of their lives are going to be like, from the time they leave the AFEES until they arrive at one of the training centers. For many, their day spent at the AFEES might be their first association with the armed forces, and the experience of heading for basic training might be the first time they've ever traveled," said Culbertson. "They come in the front door of the AFEES, and before they go out the back door, en route to the training center, they get a lot of special attention from us. It's all part of our red carpet treatment."

Culbertson said the AFEES are always looking for qualified medical and administrative people to join their staffs. "Our staff members are all E-4 or above," he said. "Volunteering for an AFEES assignment gives people a tremendous chance to work close to their home towns. And we have found that the services welcome volunteers."

Beginning in October, MEPCOM will increase the number of versions of the written tests for use by the AFEES. Three new versions of the ASVAB will replace the two older versions. Also, with the addition of two new AFQT portions, six different combinations of the test will be available for use.

The increase in number of test versions is seen as an effective way to reduce opportunities for fraud. With more versions, there will be little advantage gained by applicants who try to memorize a test, or test questions, that might have been given to them beforehand. Usually, AFEES staff personnel are the first to spot a possible test compromise because they are the ones who score the production tests.

Conflicting or inconsistent scores within the test battery itself can indicate foul play. For example, general science and word knowledge are two tests within the ASVAB that correlate. Arithmetic reasoning and numerical operations also correlate. If an applicant scores high on the one test and low on the other,



Left: COL Himma, USA, head of MEPCOM's medical directorate. Right: MEPCOM determines if applicants are physically fit to endure the tough standards of boot camp.

there is an indication of a possible test compromise—that the applicant might have been “prepared” for one test, but not the other.

“But it’s only an indication of possible wrongdoing,” said Yeoman First Class Mark Nischik, of MEPCOM’s testing directorate operations division. “It appears odd that someone would do well in the one area and not in the other,” he said, “but sometimes that’s what happens.” These applicants are then given verification retests.

When a test is believed to have been compromised, MEPCOM will investigate. If MEPCOM believes that a recruiter might be involved in a test compromise, results of the investigation are forwarded to the recruiting commands.

“They’ll take over with their own investigations,” said YN1 Nischik. “If a recruiting command finds a case of cheating, they have the job of policing

their own people.”

The job of providing assistance and guidance to the AFEES is one of MEPCOM’s most challenging responsibilities. Not only does MEPCOM assist in arranging for the lodging and feeding of applicants who must remain overnight at the AFEES (by negotiating contracts with national hotel-restaurant chains), but MEPCOM also works to standardize processing forms and procedures, as well as communication, among the AFEES. Improved communication networks and data gathering systems now make it easier to identify AFEES “jumpers.”

Lieutenant Commander Robert A. Draper, of MEPCOM’s automation management directorate, explained: “There might be a person who really wants to join the military, but doesn’t qualify at a particular AFEES,” he said. “So, he’ll go to another AFEES and lie about, or omit, the things that caused

his disqualification, until he finds an AFEES that accepts him into a service.”

From the beginning, each of the military branches has shared the task of making MEPCOM work. The position of commander, now held by RADM Brown, also is shared—rotating among the four services every two years. Thus far, MEPCOM is doing its job very well.

“In a very short time, we have established a great deal of credibility among the services,” said Brown.

Perhaps Army Colonel John G. Burbules, deputy commander of MEPCOM, best described the role of this jointly-staffed organization: “Imagine, figuratively, a hose dipped into the pool of the American youth with the other end funneling out to the armed forces. We’re right in the middle, acting as the quality control for that flow passing through the hose. We don’t establish standards; we do enforce them.”

—Story by JO2 Steve Bellow



New EE Series

Why Not Invest

Do you have your eye on a new car, a boat, or a special vacation this summer? Do the things you want always seem just beyond your ability to pay for them? Do you find it difficult to save? If you answer yes to any of these, United States Savings Bonds may offer a solution.

Saving money helps you establish a sound credit rating. The combination of your savings and credit rating can help you get those things you want. One of the easiest ways to save is through the military bond allotment plan. Once you sign the authorization form, the money will be deducted automatically from your paycheck. By allotting money directly into savings bonds, you avoid the temptation of spending what is in your pocket.

New series EE (double E) savings bonds will be introduced to the Navy during the June savings bond campaign. They take the place of the series E bonds currently issued.

The new bonds are similar to the old series E bonds, earning the same interest during the same period of time. The differences are:

- the minimum denomination of series EE bonds is \$50; the \$25 series E bonds will be eliminated.
- Series EE bonds will sell for 50 percent of face value, compared to 75 percent for series E.
- Series EE bonds will mature in 11 years, compared to five years for series E bonds. However, since the new bonds have the same interest curve, they will earn the same amount in five years as the series E bonds.

Series EE bonds may be redeemed six months after issue. Bonds held five years will earn interest at 6.5 percent; bonds held the full 11 years will receive 7 percent interest. There is no need to redeem series E bonds you now hold—

If your Child's Age is:	Value of EE Bonds at Age 18 through monthly investment of:			
	\$25.00	\$37.50	\$50.00	\$100.00
At birth	\$9,989.36	\$14,984.04	\$19,978.72	\$39,957.44
1	9,079.78	13,619.67	18,159.56	36,319.12
2	8,226.66	12,339.99	16,453.32	32,906.64
4	6,675.48	10,013.22	13,350.96	26,701.92
6	5,310.68	7,966.02	10,621.36	21,242.72
8	4,109.84	6,164.76	8,219.68	16,439.36
10	3,053.42	4,580.13	6,106.84	12,213.68
12	2,123.82	3,185.73	4,247.64	8,495.28

they will continue to earn interest at the current rate.

Although certain financial institutions are offering greater interest rates for savings, they generally require a greater initial investment in order to receive a higher interest rate. Bonds allow the average saver to build a nest egg without requiring large amounts of money to start.

Remember, too, that every dollar going into savings bonds is guaranteed, protected by the government's promise to replace lost, stolen or destroyed bonds as of the date of issue, so there's no loss of principal or interest.

Additionally, interest on savings bonds is exempt from state and local taxes, unlike other forms of savings. Federal tax may be declared annually or deferred until the bond is redeemed or reaches final maturity, whichever comes first.

One popular plan involves purchasing bonds in a child's name with the parent designated as a beneficiary rather than as a co-owner. Money invested in this manner can provide a pool for the child's education that may not be subject to taxes (see accompanying table). At the end of the first year, a tax return is filed for the child showing the increase in bond value as income to the child. With "intent" established, no more returns are filed as long as bond interest plus other income does not exceed the child's exemption.

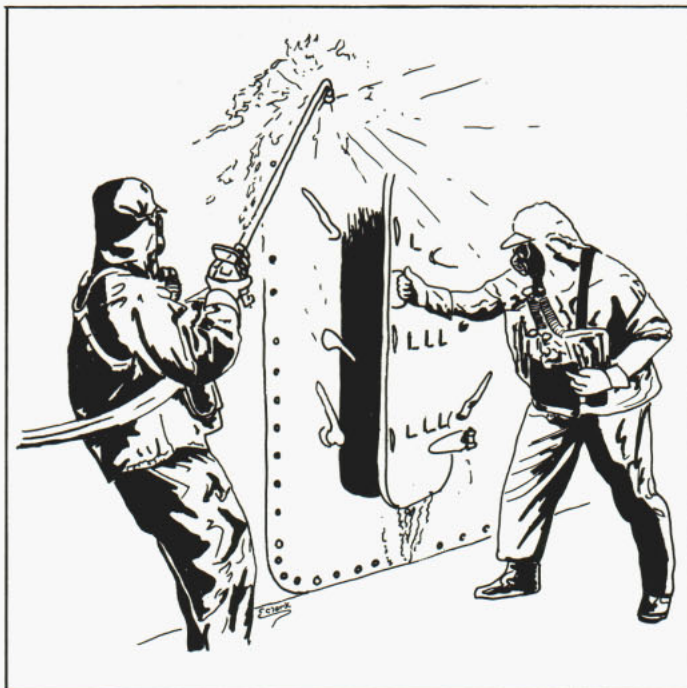
The Comptroller General of the United States approved automatic conversion from series E bonds to series EE for military bond allotments, provided the individuals are notified of the conversion two months before the conversion date. This notification informs savers of the change and allows them to adjust their allotments, if desired. If the saver does nothing, the allotment will probably stay the same. While some allotments may be reduced, no savings bond allotments will be increased—only the saver may increase his or her allotment.

US SAVINGS BONDS



Stern Shots

Repair parties are the damage control assistant's (DCA) representative at a casualty or damage scene. They are the primary units in the damage control organization. A repair party is determined by the location of the station and the size of the area assigned to the station. Match the following repair parties to their area of responsibility.



- | | | |
|-----------------|-------|--------------------|
| 1. Repair One | _____ | A. Ordnance |
| 2. Repair Two | _____ | B. Galley Deck |
| 3. Repair Three | _____ | C. Propulsion |
| 4. Repair Four | _____ | D. After repair |
| 5. Repair Five | _____ | E. Amidship repair |
| 6. Repair Six | _____ | F. Main Deck |
| 7. Repair Seven | _____ | G. Electronics |
| 8. Repair Eight | _____ | H. Forward repair |

Answers: 1-F; 2-H; 3-D; 4-E; 5-C; 6-A; 7-B; 8-G

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